Woodcrest Retail Center Project

Draft Environmental Impact Report

September 2026

appliedplanning inc

DRAFT ENVIRONMENTAL IMPACT REPORT

for the

Woodcrest Retail Center Project
SCH No. 2025060993

Prepared for:

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1.0 EXECUTIVE SUMMARY

1.0 EXECUTIVE SUMMARY

1.1 INTRODUCTION

Consistent with requirements of the California Environmental Quality Act (CEQA), this Draft Environmental Impact Report (DEIR or EIR) evaluates and discloses potential environmental impacts resulting from the construction and operation of the Woodcrest Retail Center Project (Project). The Project proposes construction and operation of approximately 61,020 square feet of retail and restaurant uses within an approximately 9.42-acre gross (9.0-acre net) Project site. The Project site is located within the Lake Mathews/Woodcrest area of Riverside County. The Project site comprises current assessor parcel numbers (APNs): 273-130-014, 273-130-019, 273-141-003, 273-141-004, 273-141-005, 273-141-006, and 273-141-007. The Project is anticipated to be constructed and occupied by 2027 (the Project Opening Year). For purposes of this EIR analysis, Project facilities are assumed to operate continuously, 24 hours per day, 7 days per week. This 24/7 operational assumption is used solely for analytical purposes. Should the County restrict the Project's operating days or hours through conditions of approval or conditional use permit (CUP) requirements, the resulting impacts would be less than those evaluated in this EIR. Please refer also to EIR Section 3.0, *Project Description*, and Figure 3.1-1, *Project Location*, for additional information.

This EIR Section summarizes Project background issues, provides a brief description of the Project and its Objectives, and summarizes potential environmental impacts of the proposal. Table 1.12-1, *Summary of Impacts and Mitigation*, presented at the conclusion of this Section, lists these impacts and presents the mitigation measures recommended to eliminate or reduce the effects of those impacts that have been determined to be potentially significant. Alternatives to the Project which could reduce the extent or severity of the Project's identified environmental impacts are also briefly described

within this Section. For a full description of the Project, its impacts, recommended mitigation measures, and considered Alternatives, please refer to EIR Sections 3.0, 4.0, and 5.0, respectively.

1.2 PROJECT ELEMENTS

Primary elements comprising the Project are summarized below. Please refer also to EIR Section 3.0, *Project Description*.

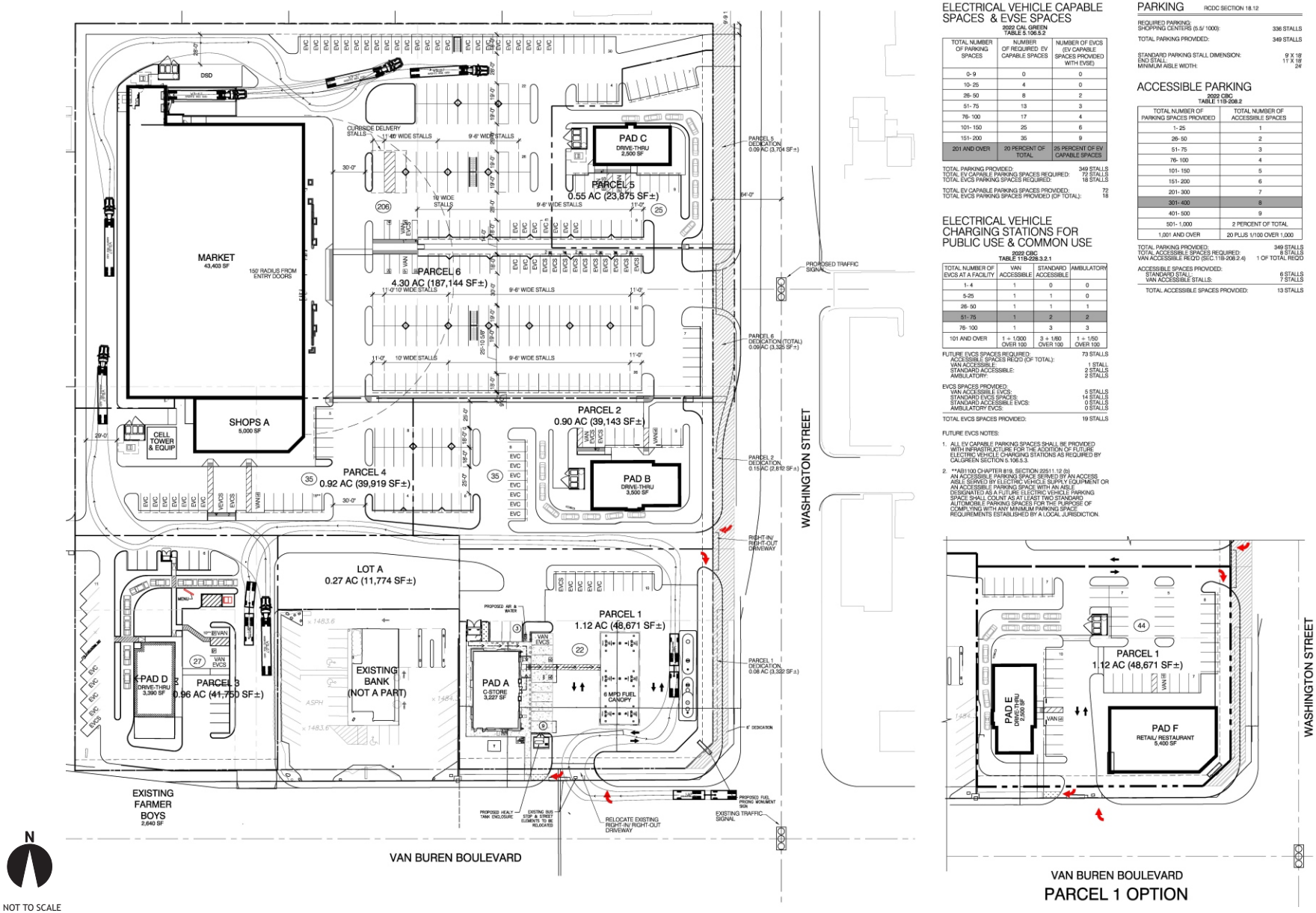
1.2.1 Development Concept

Table 1.2-1 summarizes the Project land uses and development scope. The Project Development Concept is presented at Figure 1.2-1. The Project proposes a Base development concept, and a "Parcel 1 Option" development concept. Under the Base development concept, Parcel 1 would be developed with a convenience store/retail gas station. Under the Parcel 1 Option, it would be developed with retail/restaurant uses. Under either development concept, the remainder of the Project site (Parcels 2 – 6) would be developed with a supermarket, shops, and restaurant uses as illustrated at Figure 1.2-1.

Table 1.2-1
Project Development Concept

Site Plan Designation		Use(s)	Building Area
Parcel 1	Pad A	Convenience Store w/Retail Gas Station	3,227 sf store w/6 Multi-Product Dispenser (MPD) Fuel Canopy (12 fuel points)
Parcel 1 Option	Pad E	Drive-Through Restaurant	2,500 sf
	Pad F	Retail/Sit-Down Restaurant	5,400 sf
Parcel 2	Pad B	Drive-Through Restaurant	3,500 sf
Parcel 3	Pad D	Drive-Through Restaurant (Farmer Boys)	3,390 sf
Parcel 4	Shops A	Retail *	5,000 sf
Parcel 5	Pad C	Drive-Through Restaurant	2,500 sf
Parcel 6	Market	Grocery Store (Stater Bros.)	43,403 sf
Lot A	---	Drainage/Stormwater Management	---
TOTAL PROJECT (Base)			**61,020 Square Feet**
TOTAL PROJECT (Parcel 1 Option)			**65,693 Square Feet**

Source: Woodcrest Retail Center Site Plan Concept, March 2025.
Notes: *A proposed wireless communications antenna would be located within Parcel 4.



ELECTRICAL VEHICLE CAPABLE SPACES & EVSE SPACES

2022 CAL GREEN
TABLE 5.106.5.2

TOTAL NUMBER OF PARKING SPACES	NUMBER OF REQUIRED EV CAPABLE SPACES	NUMBER OF EVCS (EV CAPABLE SPACES PROVIDED WITH EVSE)
0- 9	0	0
10- 25	4	0
26- 50	8	2
51- 75	13	3
76- 100	17	4
101- 150	25	6
151- 200	35	9
201 AND OVER	20 PERCENT OF TOTAL	25 PERCENT OF EV CAPABLE SPACES

TOTAL PARKING PROVIDED: 349 STALLS
TOTAL EV CAPABLE PARKING SPACES REQUIRED: 72 STALLS
TOTAL EVCS PARKING SPACES REQUIRED: 18 STALLS

TOTAL EV CAPABLE PARKING SPACES PROVIDED: 72
TOTAL EVCS PARKING SPACES PROVIDED (OF TOTAL): 18

ELECTRICAL VEHICLE CHARGING STATIONS FOR PUBLIC USE & COMMON USE

2022 CBC
TABLE 11B-228.3.2.1

TOTAL NUMBER OF EVCS AT A FACILITY	VAN ACCESSIBLE	STANDARD ACCESSIBLE	AMBULATORY
1- 4	1	0	0
5-25	1	1	0
26- 50	1	1	1
51- 75	1	2	2
76- 100	1	3	3
101 AND OVER	1 + 1/300 OVER 100	3 + 1/60 OVER 100	1 + 1/50 OVER 100

FUTURE EVCS SPACES REQUIRED: 73 STALLS
ACCESSIBLE SPACES REQ'D (OF TOTAL): 1 STALL
VAN ACCESSIBLE: 2 STALLS
STANDARD ACCESSIBLE: 2 STALLS
AMBULATORY: 2 STALLS

EVCS SPACES PROVIDED:
VAN ACCESSIBLE EVCS: 5 STALLS
STANDARD EVCS SPACES: 14 STALLS
STANDARD ACCESSIBLE EVCS: 0 STALLS
AMBULATORY EVCS: 0 STALLS

TOTAL EVCS SPACES PROVIDED: 19 STALLS

FUTURE EVCS NOTES:

1. ALL EV CAPABLE PARKING SPACES SHALL BE PROVIDED WITH INFRASTRUCTURE FOR THE ADDITION OF FUTURE ELECTRIC VEHICLE CHARGING STATIONS AS REQUIRED BY CALGREEN SECTION 5.106.5.3.
2. **AB1100 CHAPTER 819, SECTION 22511.12 (b) AN ACCESSIBLE PARKING SPACE SERVED BY AN ACCESS AISLE SERVED BY ELECTRIC VEHICLE SUPPLY EQUIPMENT OR AN ACCESSIBLE PARKING SPACE WITH AN AISLE DESIGNATED AS A FUTURE ELECTRIC VEHICLE PARKING SPACE SHALL COUNT AS AT LEAST TWO STANDARD AUTOMOBILE PARKING SPACES FOR THE PURPOSE OF COMPLYING WITH ANY MINIMUM PARKING SPACE REQUIREMENTS ESTABLISHED BY A LOCAL JURISDICTION.

PARKING

RCDC SECTION 18.12

REQUIRED PARKING:
SHOPPING CENTERS (5.5/ 1000): 336 STALLS
TOTAL PARKING PROVIDED: 349 STALLS

STANDARD PARKING STALL DIMENSION: 9' X 18'
END STALL: 11' X 18'
MINIMUM AISLE WIDTH: 24'

ACCESSIBLE PARKING

2022 CBC
TABLE 11B-208.2

TOTAL NUMBER OF PARKING SPACES PROVIDED	TOTAL NUMBER OF ACCESSIBLE SPACES
1- 25	1
26- 50	2
51- 75	3
76- 100	4
101- 150	5
151- 200	6
201- 300	7
301- 400	8
401- 500	9
501- 1,000	2 PERCENT OF TOTAL
1,001 AND OVER	20 PLUS 1/100 OVER 1,000

TOTAL PARKING PROVIDED: 349 STALLS
TOTAL ACCESSIBLE SPACES REQUIRED: 8 STALLS
VAN ACCESSIBLE REQ'D (SEC.11B-208.2.4) 1 OF TOTAL REQD

ACCESSIBLE SPACES PROVIDED:
STANDARD STALL: 6 STALLS
VAN ACCESSIBLE STALLS: 7 STALLS

TOTAL ACCESSIBLE SPACES PROVIDED: 13 STALLS

NOT TO SCALE

Source: GK Pierce Architects (3/24/25)

Figure 1.2-1
Site Plan Concept

Additional limited areas of off-site disturbance would result from construction of site-adjacent roadway improvements and construction of utilities connections to area-serving utilities systems. Site-adjacent Project roadway improvements and utilities connections improvements would occur within dedicated rights-of-way and/or assigned easements.

This DEIR, in all instances, evaluates Project land uses that would result in likely maximum impacts. Generally, uses that generate the greatest traffic volumes tend to have the greatest potential environmental impacts. This is because, all other factors being equal, development-related traffic volumes correlate directly with transportation impacts, vehicular-source criteria pollutants and greenhouse gases, and vehicular-source noise. All of these impacts are further increased under congested traffic conditions.

This DEIR also recognizes and evaluates use-specific impacts where appropriate. For example, under the Base development concept, there are potential impacts associated with the transfer, storage, and dispensing of gasoline that would not occur under the Parcel 1 Option. For purposes of the EIR analysis, the Base development scenario is evaluated as the reasonably foreseeable, maximum-impact development scenario for environmental effects. In this regard, where environmental effects may be notably different in type or scope, the Base development scenario would generate the greatest potential impacts. That is, while both development scenarios include a mix of retail commercial uses including a grocery store, shops, and fast-food drive-through uses, there are certain environmental effects unique to the Base development scenario that would not occur under the Parcel 1 Option.

1.2.2 Architectural Design Concepts

Representative architectural elevations and perspectives of the Project buildings are presented at Figure 1.2-2. Generally, Project design concepts reflect contemporary commercial architectural styles evidencing articulated surfaces and roof lines, and employ varied exterior finish materials. All final Project designs and improvements would be required to conform to standards presented at Riverside County Ordinance

348, Article IXb (C-P-S Zone), Section 9.53. *Development Standards, District 2 Design Guidelines, and Countywide Design Guidelines.*[1]

1.2.3 Access and Circulation

Access to the Project site would be provided by driveways connecting east to Washington Street, and driveways connecting south to Van Buren Boulevard. The main Project driveway access to Washington Street would be signalized. All other Project driveways would be STOP-controlled. As part of the Project, Washington Street and Van Buren Boulevard (along the Project site's east and south boundaries, respectively) would be improved to specifications required by the County.

1.2.4 Construction Traffic Management Plan

Temporary and short-term traffic detours and traffic disruptions could result during Project construction activities including implementation of access and circulation improvements noted above. Accordingly, the Project Applicant would be responsible for the preparation and submittal of a construction area traffic management plan (Plan) to be reviewed and approved by the County. Typical elements and information incorporated in the Plan would include but would not be limited to:

- **Name of on-site construction superintendent and contact phone number**.

- **Identification of Construction Contract Responsibilities** - For example, for excavation and grading activities, describe the approximate depth of excavation, and quantity of soil import/export (if any).

- **Identification and Description of Truck Routes** - to include the number of trucks and their staging location(s) (if any).

[1] See also:
- Riverside County Ordinance 348: https://planning.rctlma.org/sites/g/files/aldnop416/files/2023-06/Ord348-04-28-2023-FINAL.pdf
- District 2 Design Guidelines: https://planning.rctlma.org/sites/g/files/aldnop416/files/migrated/Portals-14-devproc-guidelines-second-district-second-dist-dguide.pdf
- Countywide Design Guidelines: https://planning.rctlma.org/countywide-design-standards-guidelines

- **Identification and Description of Material Storage Locations** (if any).

- **Location and Description of Construction Trailer** (if any).

- **Identification and Description of Traffic Controls** - Traffic controls shall be provided per the Manual of Uniform Traffic Control Devices (MUTCD) if the occupation or closure of any traffic lanes, parking lanes, parkways or any other public right-of-way is required. If the right-of-way occupation requires configurations or controls not identified in the MUTCD, a separate traffic control plan must be submitted to the County for review and approval. All right-of-way encroachments would require permitting through the County.

- **Identification and Description of Parking** - Estimate the number of workers and identify parking areas for their vehicles.

- **Identification and Description of Maintenance Measures** - Identify and describe measures taken to ensure that the work site and public right-of-way would be maintained (including dust control).

The Plan must be reviewed and approved by the County prior to the issuance of the building permit. The Plan and its requirements would also be required to be provided to all contractors as one component of building plan/contract document packages.

1.2.5 Landscaping

The Project would incorporate perimeter and interior landscaping and streetscape elements, acting to generally enhance the Project's visual qualities and screen potentially intrusive views. Project landscape and irrigation plans would be subject to County review and approval. The Project Landscape Concept is presented at Figure 1.2-3.



Source: Stater Bros. Development Inc.

applied planning inc

Figure 1.2-2
Stater Bros. Preliminary Design Concept



PLANT PALETTE

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	WUCOLS
TREES				
	Juniperus virginiana 'Taylor	Taylor Eastern Cedar	24" Box	L
	Koelreuteria bipinnata	Chinese Flame Tree	24" Box	M
	Lagerstromia indica 'Muskogee'	Muskogee Crape Myrtle	24" Box	M
	Lophostemon confertus	Brisbane Box	24" Box	M
	Olea europaea 'Swan Hill'	Fruitless Olive	36" Box	L
	Pistacia chinensis	Chinese Pistache	24" Box	M
	Prunus cerasifera 'Purple Pony'	Cherry Plum	24" Box	M
	Quercus agrifolia	Coast Live Oak	24" Box	L
	Vitex agnus-catus	Chaste Tree	24" Box	L

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	AVERAGE SPACING	WUCOLS
SHRUBS					
	Artemisia 'Powis Castle'	Wormwood	5 Gal	4'	L
	Callistemon citrinus 'Little John'	Little John Bottlebrush	5 Gal	4'	L
	Cistus x purpureus	Orchid Rockrose	5 Gal	4'	L
	Hesperaloe parviflora 'Perpa'	Brakelights Red Yucca	1 Gal	2'	L
	Lavandula augustifolia 'Hidcote'	Hidcote English Lavender	1 Gal	2'	L
	Lantana montevidensis	Trailing Purple Lantana	5 Gal	5'	L
	Leucophyllum frutescens 'Compacta'	Compact Texas Ranger	5 Gal	4'	L
	Myoporum parvifolium	Creeping Myoporum	1 Gal	5'	L
	Rhaphiolepis indica 'Clara'	Clara Indian Hawthorne	5 Gal	4'	M
	Salvia clevelandii 'Winnifred Gilman'	Cleveland Sage	5 Gal	4'	L
	Salvia leucantha 'Santa Barbara'	Mexican Sage	5 Gal	3'	L
	Rhamnus californica 'Mound San Bruno'	Coffeeberry	5 Gal	5'	L
	Westringia fruticosum cvrs.	Coast Rosemary	5 Gal	3'	L
	Coprosma repens 'Marble Queen'	Variegated Mirror Plant	5 Gal	4'	M
	Ligustrum japonicum 'Texanum'	Texas Privet	5 Gal	3'	M
	Liriope muscari	Big Blue Lily Turf	1 Gal	2'	M
	Pittosporum tobira	Mock Orange	5 Gal	4'	M
VINES					
	Parthenocissus tricuspidata	Boston Ivy	15 Gal		M
	Trachelospermum jasminoides	Star Jasmine	15 Gal on trellis		M
INFILTRATION/BIODETENTION AREAS					
	Carex pansa	California Meadow Sedge	1 Gal @ 18" O.C.		M
	Muhlenbergia rigens	Deer Grass	1 Gal @ 36" O.C.		L
	Juncus patens	California Gray Rush	1 Gal @ 18" O.C.		M

HARDSCAPE LEGEND

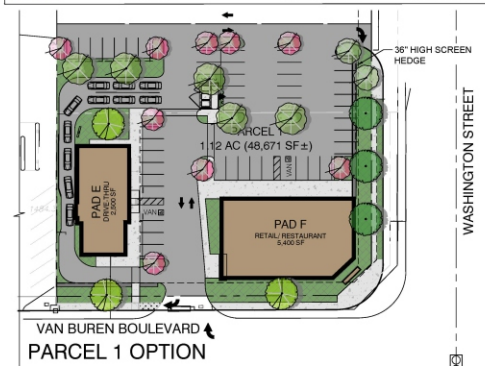
SYMBOL	MATERIAL
	NATURAL GREY CONCRETE MEDIUM BROOM FINISH

LANDSCAPE CALCULATIONS:

SITE AREA (GROSS): 417,326 SF (EXCLUDES ROW)
LANDSCAPE AREA: 70,605 SF
LANDSCAPE PERCENTAGE: 17 %
PARKING LOT AREA: 216,827 SF
PARKING LOT LANDSCAPE AREA: 25,413 SF
PARKING LOT LANDSCAPE PERCENTAGE: 11.7%

LANDSCAPE NOTES

1. LANDSCAPE PLANS AND INSTALLATIONS SHALL COMPLY WITH THE COUNTY OF RIVERSIDE ZONING CODE AND CITY ORDINANCES AS APPLY TO PLANTING DESIGN AND IRRIGATION.
2. VINES OR OTHER LANDSCAPE SCREENING SHALL BE PLANTED AROUND TRASH ENCLOSURES.
3. LANDSCAPE SCREENING SHALL BE PROVIDED FOR ANY ABOVE GROUND UTILITY EQUIPMENT WHILE NOT RESTRICTING ACCESS.
4. LANDSCAPE ASSOCIATED WITH THIS DEVELOPMENT (ONSITE AND OFFSITE (ROW)) SHALL BE PERMANENTLY MAINTAINED YEAR ROUND BY THE DEVELOPER OR HIS SUCCESSORS.
5. PLANT SPECIES HEREIN MAY BE ADDED OR REMOVED DURING THE CONSTRUCTION DOCUMENT PHASE SUBJECT TO APPROVAL BY THE COUNTY OF RIVERSIDE.
6. NO TREES OR SHRUBS OVER 12" HIGH SHALL OCCUR WITHIN SITE LINE AREAS



PARCEL 1 OPTION

Source: GK Pierce Architects (9/14/26)

appliedplanning inc

Figure 1.2-3
Landscape Concept

1.2.6 Lighting

All Project lighting would be designed and implemented consistent with applicable County requirements, and in a manner that precludes potential adverse effects of light overspill. The Project would be required to conform to County Ordinance No. 915, *Regulating Outdoor Lighting*. Project lighting plans would be subject to County review and approval.

1.2.7 Signs

Project signs would be required to conform to County Ordinance 348, Article XIX, *Advertising Regulations*. Project signs, to include sign content, sign design and sign locations would be subject to County review and approval. The Applicant has submitted a preliminary sign program for review and approval by the County.

1.2.8 Parking

Project parking would include standard parking stalls, accessible stalls, van accessible stalls, and ambulatory electric vehicle charging stations (EVCS). In addition to passenger car parking areas, loading and unloading areas for trucks would be provided. All Project parking areas, parking assignments, and design of parking areas would be required to conform to requirements and criteria presented at County Ordinance 348, Section 18.12. *Off-Street Vehicle Parking*. Parking would also be required to comply with incumbent CalGreen EV Parking standards.[2]

1.2.9 Utilities

Serving public utility systems, including water and sanitary sewer systems would be modified or extended to serve the Project facilities. Such modifications may include, but are not limited to, new service connections, localized improvement and/or realignment of existing service/distribution lines. Utilities systems available to the Project site and proposed connections to, and improvement/modification of utilities systems are

[2] CalGreen EV parking requirements for non-residential projects are summarized at CalGreen Section 5.106.5.3 Electric vehicle (EV) charging. CalGreen 2025 standards and requirements can be accessed at: https://www.dgs.ca.gov/bsc/calgreen.

summarized below. All Project utilities improvements and utilities connections would be subject to County and purveyor review and approval.

1.2.10 Water Supply and Delivery

Water service to the Project would be provided by the Western Municipal Water District (WMWD). The Project would connect to existing water lines located within adjacent Washington Street and/or within adjacent Van Buren Boulevard. All proposed connections to water lines, and proposed water line realignments and modifications would conform to WMWD standards and requirements, and would be subject to review and approval by WMWD.

Prior to issuance of development permits, the Applicant would be required to obtain a conditional "Will-Serve" letter indicating availability of water supplies and water service to the Project. Provision of water service by WMWD would be contingent on the Applicant's compliance with WMWD rules and regulations. Additional WMWD requirements for water service may include plan check review and approval, facility construction, inspection, jurisdictional annexation, and payment of financial participation charges.

1.2.11 Wastewater Conveyance and Treatment

The Project site is located within the Van Buren Sewer Community Facilities District (CFD). The CFD is a joint County of Riverside/City of Riverside sewer service district developed to serve existing and new development along the Van Buren Boulevard corridor between King Avenue and Wood Street. The Project would connect to the CFD sewer main to be located within adjacent Van Buren Boulevard.[3] All proposed connections to sewer lines would be required to conform to CFD standards and requirements, and would be subject to review and approval by the CFD. It is anticipated that wastewater generated by the Project would be conveyed to and treated at the City of Riverside Regional Water Quality Control Plant (RWQCP). In this latter regard, the RWQCP is the principal treatment facility for sewered development in the City of

[3] The Project would connect to the sewer main to be located in Van Buren Boulevard as part of the Van Buren Boulevard Sewer Installation Project.

Riverside and nearby unincorporated service areas, including the Project site. It is reasonable that wastewater from this Project, once connected to the Van Buren Boulevard sewer, would be conveyed to the RWQCP for treatment. Ultimate routing and capacity determinations would be made by the City of Riverside wastewater utility and engineering staff.

1.2.12 Stormwater Management System

The Project stormwater management system would provide for collection, treatment, and controlled release of developed stormwaters. All Project stormwater management system components would be designed, constructed, operated, and maintained consistent with criteria and standards presented in *Riverside County Stormwater Quality Best Management Practice Design Handbook* (Riverside County Flood Control and Water Conservation District) July 21, 2006 (and updates).

Stormwater runoff would be treated consistent with provisions of a Project-specific Water Quality Management Plan (WQMP). The Preliminary Project-specific Water Quality Management Plan (PWQMP) is provided at EIR Appendix K.[4] The Project Final WQMP would be required to conform with Santa Ana Regional Water Quality Control Board (SARWQCB) criteria and performance standards for projects located within the Middle Santa Ana Watershed Region of Riverside County. See also: https://rcwatershed.org/watersheds/middle-santa-ana-river-watershed/.

The Project would also implement construction stormwater management improvements and practices consistent with mandated Storm Water Pollution Prevention Plan (SWPPP) requirements as outlined under the California *General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities* (General Permit) Order No. 2009-0009-DWQ (and amendments). See also: https://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.html.

[4] See: *Preliminary Project Specific Water Quality Management Plan* (DRC Engineering, Inc.) Revised June 4, 2026 (Project PWQMP), EIR Appendix K.

1.2.13 Dry Utilities Services/Infrastructure

Dry utilities comprise services/infrastructure other than water, sewer, and stormwater management. Dry utilities services systems and service purveyors available to the Project include:

- Natural gas (Southern California Gas Company, SoCalGas);
- Electricity (Southern California Edison, SCE); and
- Telecommunications (various private services).

The Project would connect to existing dry utilities services and infrastructure systems located within adjacent rights-of-way. All modification of, and connection to, existing services would be accomplished consistent with County and purveyor requirements.

To allow for, and facilitate Project construction activities, provision of temporary dry utilities services improvements may also be required. The scope of such temporary improvements are considered to be consistent with, and reflected within the total scope of development proposed by the Project. Similarly, impacts resulting from the provision of temporary services would not be substantially different from, or greater than, impacts resulting from development of the Project in total.

1.2.14 Energy Efficiency/Sustainability

The Project would be required to meet or surpass energy efficiency standards established under California Code Title 24, Part 6 (the California Energy Code) and California Green Building Standards Code (CALGreen; CCR, Title 24, Part 11) and updates. CALGreen standards promote design elements that have positive environmental impacts while encouraging sustainable construction practices. The Project would also be required to comply with energy efficiency/sustainability provisions of the County of Riverside Climate Action Plan Update, November 2019 (CAP Update).

1.2.15 Project Application Materials Package

Project application package materials submitted to the County in 2025 and currently on file with the County are listed below. All Project application materials are available for review by contacting the County of Riverside Planning Department.

- Plot Plan Transmitted (PPT) - PPT240018 proposes to construct a shopping center consisting of a 46,724-square-foot Stater Bros. Market, a 5,000-square-foot multi-tenant retail building, 3 building pads, Parcel "A" 3,227 square feet (future convenience market/gas station), Parcel "B" 3,000 square feet (future drive-thru restaurant) & Parcel "C" 2,500 square feet (Future drive-thru restaurant), retaining an existing 1,483-square-foot Farmer Boys restaurant, demolish an existing 7-11 market/gas station, and multi-tenant strip mall; and will have a total of 360 parking spaces (including 13 accessible spaces, 29 clean air vehicle spaces, & 29 future electric vehicle charging station spaces).

- A Conditional Use Permit (CUP) - CUP250008 is for the convenience store (7-11) with alcohol sales with off-site consumption (insert fuel pumps).

- A Change of Zone (CZ) - CZ2500020 proposes to change the zoning for 2 properties totaling approximately 4.91 acres from Light Agriculture - 1 Acre Minimum (A-1-1) to Scenic Highway Commercial (C-P-S).

- A General Plan Amendment (GPA) - GPA240066 is a 2024 Foundational Component GPA for seven properties totaling 6.21 acres from Rural Community: Very Low Density Residential (RC: VLDR) and Community Development - General Retail (CD: CR) to Community Development - General Retail (CD: CR) to facilitate a relocation of an adjacent Stater Bros. and the development of additional commercial buildings.

Since the 2025 filing of the Project application package with the County, the Project has been refined as reflected in the Project Description presented in this EIR. It is recognized here that certain specific discrepancies regarding building/pad square footages exist

between the Project application materials on file with the County and the Project described in this EIR. Minor inconsistencies between the Project application materials on file with the County and the EIR Project Description are allowable. CEQA requirements are satisfied provided the EIR clearly defines and evaluates the whole of the action and reasonably foreseeable maximum impacts, which this EIR does. The EIR analyses and conclusions are not materially affected, provided that final designs and operational characteristics of the Project uses do not differ substantially in type or scope from those evaluated in this EIR. Under all conditions, the County would ensure consistency of the Final Project designs with the Project evaluated in this EIR through established development review and permitting processes. These include: Substantial Conformance to Plot Plan review processes; conformance with Conditions of Approval; conformance with the EIR mitigation measures; and building permit review processes among others. On this basis, the Final Project designs as approved by the County would not result in impacts substantially different than or greater than impacts considered and addressed in this EIR.

1.3 PROJECT OPENING YEAR

The Project would be developed in a manner responsive to market conditions and in concert with availability of necessary infrastructure and services. For the purposes of this analysis, the Project Opening Year is defined as 2027.

1.4 PROJECT OBJECTIVES

The primary goal of the Project is the development of the subject site with a productive mix of commercial/retail uses. Complementary objectives of the Project include the following.

- Implement retail and restaurant uses responsive to current and anticipated demands for goods and services in the Project trade area.

- Implement a commercial development that would attract new customers and retailers to the community of Woodcrest.

- Provide goods and services at a local site, thereby reducing the number and length of trips currently being made to shop for these same goods and services elsewhere.

- Replace existing dated site structures and transition the Project site to a contemporary commercial development, with resulting fiscal benefits including additional sales tax revenues and increased property tax revenues.

- Implement a commercial development that creates new long-term employment opportunities for area residents.

- Implement a commercial development that would increase locally available construction employment opportunities.

1.5 DISCRETIONARY ACTIONS, CONSULTATIONS, and PERMITS

1.5.1 Discretionary Actions

CEQA Guidelines Section 15124 states in pertinent part that if "a public agency must make more than one decision on a project, all its decisions subject to CEQA should be listed . . . " Requested decisions, or discretionary actions, necessary to realize the Project would include the following:

- Certification of the Project EIR.

- Approval of a General Plan Land Use Amendment from "Rural Community-Very Low Density Residential" to "Commercial Retail" for APNs 273-130-014 and 273-130-019, approximately 4.91 acres of the Project site.[5]

[5] To allow for the Project, the Riverside County Board of Supervisors (BOS) at their meeting on October 7, 2025 approved the Foundational Component Plan General Plan Amendment for the Project site. The Amendment would redesignate affected portions of the Project site from: Rural Community - Very Low Density Residential (RC-VLDR) and Community Development - Commercial Retail (CD-CR) to: Community Development - Commercial Retail (CD-CR).

- Approval of a Zone Change from A-1-1 (Light Agricultural – 1 Acre Minimum Lot Size) to C-P-S (Scenic Highway Commercial) for APNs 273-130-014 and 273-130-019, approximately 4.91 acres of the Project site.

- Approval of a Parcel Map/Parcel Map(s) and/or Lot Line Adjustment (LLA).

- Site Plan Approval.

- Approval of Infrastructure Improvement Plans, including but not limited to roads, sewer, water, stormwater management system, and dry utilities plans.

- Approval of Conditional Use Permits for the Project drive-through restaurants.

- Approval of a Conditional Use Permit for the Project convenience store with alcohol sales with off-site consumption.

- Approval of a Conditional Use Permit for the Project grocery store with alcohol sales with off-site consumption.

- Permitting for a proposed wireless communications antenna. For informational purposes, this EIR identifies the proposed location of this facility. This facility will require separate application and review as provided under County Ordinance No. 348, Article XIXg — Wireless Facilities.

1.5.2 Other Consultation and Permits

CEQA Guidelines Section 15124 also states that environmental documentation should, to the extent known, list other permits or approvals required to implement the Project. Based on the current Project design concept, anticipated permits necessary to realize the proposal will likely include, but are not limited to, the following:

- Tribal Resources consultation with requesting Tribes as provided for under AB 52, *Gatto. Native Americans: California Environmental Quality Act*;

- Tribal Resources consultation with requesting Tribes as provided for under the SB 18 Tribal Consultation Process;

- Permitting pursuant to requirements of the Santa Ana Regional Water Quality Control Board (SARWQCB) and Riverside County Ordinance No. 754 (and amendments) *Establishing Stormwater/Urban Runoff Management and Discharge Controls*;

- Approval and permitting for construction of Project stormwater management system improvements by the Riverside County Flood Control and Water Conservation District (RCFC & WCD);

- Approval and permitting for construction of Project water system improvements by WMWD;

- Approval and permitting for construction of Project sanitary sewer system improvements and connection to the Van Buren Sewer line by the Van Buren Sewer CFD;

- Permitting that may be required by/through the South Coast Air Quality Management District (SCAQMD) for certain equipment or land uses that may be implemented within the Project area;

- Various County of Riverside construction, grading, and encroachment permits allowing implementation of the Project facilities; and

- Permitting from various serving utilities purveyors.

1.6 INITIAL STUDY/NOTICE OF PREPARATION

The County of Riverside has determined that the Project has the potential to cause or result in significant environmental impacts, and warranted further analysis, public review, and disclosure through the preparation of an EIR.

A Notice of Preparation (NOP) was forwarded to the Governor's Office of Planning and Research, State Clearinghouse (SCH), and circulated for public review and comment. The State Clearinghouse established the comment period for the NOP as June 18 through July 18, 2025.

The assigned State Clearinghouse reference for the Project is SCH No. 2025060993. The Notice of Preparation, and all NOP responses are presented at Appendix A of this EIR.

1.7 IMPACTS NOT FOUND TO BE POTENTIALLY SIGNIFICANT

The following impacts summarized at Table 1.7-1 have been determined not to be potentially significant and are therefore not further discussed within this EIR. That is, consistent with *CEQA Guidelines* Section 15143, *Emphasis*, the topics listed at Table 1.7-1 need not be addressed in detail in the EIR. Accordingly, the specific impacts listed are not substantively discussed within the body of this EIR.

Numbering at Table 1.7-1 corresponds with topic numbering in the County Initial Study format. Please refer to EIR Appendix A, *Initial Study* for further discussions under the listed topics.

Table 1.7-1
Summary of Impacts Determined Not to be Potentially Significant

Initial Study Checklist Question	Initial Study Findings
AESTHETICS Would the project	
1. Scenic Resources **Aesthetics 1a. Have a substantial effect upon a scenic highway corridor within which it is located?**	The Project would have no impact on a scenic highway corridor because the site is not located within or along a designated scenic highway, and Project development would not be visible from, or otherwise affect views along, any scenic highways.
Aesthetics 1b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and unique or landmark features; obstruct any prominent scenic vista or view open to the public; or	The Project would have a less-than-significant impact on scenic resources and public views because there are no identified scenic resources on or near the site and all development must comply with County design standards, resulting in a contemporary commercial

Table 1.7-1
Summary of Impacts Determined Not to be Potentially Significant

Initial Study Checklist Question	Initial Study Findings
result in the creation of an aesthetically offensive site open to public view?	development that is not visually intrusive or objectionable.
Aesthetics 1c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? If the Project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality?	The Project would have a less-than-significant impact on visual character and scenic quality because it is located in an urbanized area, proposes conventional retail/commercial design, and must comply with applicable zoning and design regulations that govern scenic quality.
2. Mt. Palomar Observatory **Aesthetics 2a. Interfere with the nighttime use of the Mt. Palomar Observatory, as protected through Riverside County Ordinance No. 655?**	The Project would have no impact on the nighttime use of the Mt. Palomar Observatory because the site lies outside Zones A and B of the Mt. Palomar Nighttime Lighting Policy Area and Project lighting would be required to comply with County lighting design requirements.
3. Other Lighting Issues **Aesthetics 3a. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?**	The Project would have a less-than-significant impact related to light and glare because building-, wall-, and pole-mounted lighting and illuminated signs must comply with County design standards (including Ordinance No. 915), which ensure adequate illumination while minimizing overspill and glare.
Aesthetics 3b. Expose residential property to unacceptable light levels?	The Project would have a less-than-significant impact on nearby residential properties from lighting because, although residences exist to the north, west, and east, compliance with County lighting requirements and performance standards would preclude unacceptable light levels at these properties.
AGRICULTURE & FOREST RESOURCES Would the project	
4. Agriculture **Agriculture 4a. 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?**	The Project would have no impact on Prime Farmland, Unique Farmland, or Farmland of Statewide Importance because the site is classified as Urban and Built-Up Land and is not designated as Farmland of any type.

Table 1.7-1
Summary of Impacts Determined Not to be Potentially Significant

Initial Study Checklist Question	Initial Study Findings
Agriculture 4b. Conflict with existing agricultural zoning, agricultural use or with land subject to a Williamson Act contract or land within a Riverside County Agricultural Preserve?	The Project would have no impact on agricultural zoning, Williamson Act lands, or agricultural preserves because the site is not zoned for agriculture, is not under a Williamson Act contract, and is not within a designated agricultural preserve, nor would it affect other such lands.
Agriculture 4c. Cause development of non-agricultural uses within 300 feet of agriculturally zoned property (Ordinance No. 625 "Right-to-Farm")?	The Project would have no substantial impact related to development of non-agricultural uses within 300 feet of agriculturally zoned property. It is recognized here that the northern portion of the Project site and the properties to the north and east are currently zoned A-1-1 (Light Agriculture zone with a minimum lot size of 1 acre). However, these properties are designated Rural Community – Very Low Density Residential (RC VLDR) by the County General Plan. These properties are currently, and have historically been, developed with residential uses; moreover, to allow the Project, the County has previously approved a Foundational Component Plan General Plan Amendment that redesignated these affected portions of the Project site from RC VLDR to Community Development – Commercial Retail. Therefore, the Project would not convert active agricultural land to non-agricultural use or result in potentially significant impacts to agricultural lands or agricultural uses. Notwithstanding this conclusion, because the Project site is located within 300 feet of land zoned A-1-1 (Light Agriculture), which is classified as "land zoned for primarily agricultural purposes" under Riverside County Ordinance No. 625 (Right to Farm), the Project remains subject to, and would be required to comply with, Ordinance No. 625, including the standard Right to Farm disclosure requirements applicable to properties within 300 feet of agriculturally-zoned land.
Agriculture 4d. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?	The Project would have no impact with respect to other changes that could result in conversion of Farmland to non-agricultural use for the same reasons described under checklist items 4a through 4c.

Table 1.7-1
Summary of Impacts Determined Not to be Potentially Significant

Initial Study Checklist Question	Initial Study Findings
5. Forest **Forest 5a. 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 Govt. Code section 51104(g))?**	The Project would have no impact on forest land, timberland, or Timberland Production zoning because the site and surrounding properties are not zoned for these uses.
Forest 5b. Result in the loss of forest land or conversion of forest land to non-forest use?	The Project would have no impact related to loss or conversion of forest land because there is no forest land on the site or in the immediate vicinity.
Forest 5c. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use?	The Project would have no impact involving other environmental changes that could result in conversion of forest land to non-forest use because no forest lands occur on or near the site.
AIR QUALITY Would the project	
6. Air Quality Impacts **Air Quality 6d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?**	The Project would have a less-than-significant impact related to odors because construction-related odors would be short-term and controlled through a required material handling plan, operational refuse would be stored in covered containers and removed regularly under County regulations, and compliance with SCAQMD Rule 402 would prevent objectionable odors from affecting a substantial number of people.
CULTURAL RESOURCES Would the project	
9. Archaeological Resources **Archaeological Resources 9c. Disturb any human remains, including those interred outside of formal cemeteries?**	The Project would have a less-than-significant impact on human remains because the likelihood of encountering remains is low and, if discovered, work would stop and legally required procedures involving the County Coroner and, where appropriate, the Native American Heritage Commission would be followed.
GEOLOGY AND SOILS Would the project	
11. Alquist-Priolo Earthquake Fault Zone of County Fault Hazard Zones	The Project would have a less-than-significant impact related to fault rupture because no active or potentially

Table 1.7-1
Summary of Impacts Determined Not to be Potentially Significant

Initial Study Checklist Question	Initial Study Findings
Geology 11a. Be subject to rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area based on other substantial evidence of a known fault?	active faults traverse the site, the property is not within an Alquist-Priolo or County fault hazard zone, and all improvements must comply with site-specific geotechnical recommendations and California Building Code seismic design standards.
12. Liquefaction Potential Zone **Geology 12a. Be subject to seismic-related ground failure, including liquefaction?**	The Project would have a less-than-significant impact related to liquefaction because the site is not mapped in a liquefaction hazard area (it is noted however that parcel 273-141-004 is partially within a 'low' liquefaction zone). All development must conform to geotechnical recommendations and applicable seismic design standards in the California Building Code.
13. Ground-shaking Zone **Geology 13a. Be subject to strong seismic ground shaking?**	The Project would have a less-than-significant impact from strong seismic ground shaking because, while regional shaking is expected, the site is not subject to unusual ground-shaking hazards and all improvements would be designed under geotechnical recommendations and California Building Code seismic requirements.
14. Landslide Risk **Geology 14a. Be located on a geologic unit or soil that is unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, collapse, or rockfall hazards?**	The Project would have no impact related to landslides, lateral spreading, collapse, or rockfall because the site and surrounding properties are essentially level, lack significant slopes or cliffs, and are not within a designated slope-instability area.
15. Ground Subsidence **Geology 15a. Be located on a geologic unit or soil that is unstable as a result of the project, and potentially result in ground subsidence?**	The Project would have a less-than-significant impact related to unstable soils or ground subsidence because there are no known unstable soils or subsidence hazards on the site and all development must comply with geotechnical recommendations and California Building Code standards.
16. Other Geologic Hazards **Geology 16a. Be subject to geologic hazards, such as seiche, mudflow, or volcanic hazard?**	The Project would have no impact from geologic hazards such as seiche, mudflow, or volcanic activity because there are no nearby water bodies or storage facilities susceptible to seiche, no volcanoes in

Table 1.7-1
Summary of Impacts Determined Not to be Potentially Significant

Initial Study Checklist Question	Initial Study Findings
	proximity, and no significant slopes capable of generating mudflows in the area.
17. Slopes **Geology 17a. Change topography or ground surface relief features?**	The Project would have a less-than-significant impact on topography and ground surface relief because there are no notable topographic features on or near the site and grading would be limited and subject to County review and requirements.
Geology 17b. Create cut or fill slopes greater than 2:1 or higher than 10 feet?	The Project would have no impact with respect to creating cut-or-fill slopes steeper than 2:1 or higher than 10 feet because such slopes are not proposed or required.
Geology 17c. Result in grading that affects or negates subsurface sewage disposal systems?	The Project would have no impact on subsurface sewage disposal systems because none are proposed and grading would not affect such systems.
18. Soils **Geology 18a. Result in substantial soil erosion or the loss of topsoil?**	The Project would have a less-than-significant impact related to soil erosion or loss of topsoil because construction activities would be regulated under the NPDES construction stormwater permit with a SWPPP and, long term, an approved WQMP would manage stormwater and minimize erosion.
Geology 18b. Be located on expansive soil, as defined in Section 1802.3.2 of the California Building Code (2007), creating substantial risks to life or property?	The Project would have a less-than-significant impact related to expansive soils because no expansive soil conditions are known on the site and all construction would follow geotechnical recommendations and applicable California Building Code provisions.
Geology 18c. Have soils incapable of adequately supporting use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	The Project would have no impact related to soils' ability to support septic or alternative wastewater systems because no such systems are proposed and wastewater would be directed to the public sewer system.
19. Wind Erosion and Blowsand from the Project either on or offsite.	The Project would have a less-than-significant impact from wind erosion and blowsand because, although the area has moderate susceptibility, compliance with County ordinances and SCAQMD Rule 403 (including

Table 1.7-1
Summary of Impacts Determined Not to be Potentially Significant

Initial Study Checklist Question	Initial Study Findings
Geology 19a. Be impacted by or result in an increase in wind erosion and blowsand, either on or off site?	best available control measures) would control dust and wind erosion.
HAZARDS AND HAZARDOUS MATERIALS Would the project	
21. Hazards and Hazardous Materials **Hazards 21a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**	The Project would have a less-than-significant impact from routine transport, use, or disposal of hazardous materials because construction and operation would involve only typical quantities of such materials and would be subject to existing federal, State, and County regulations.
Hazards 21b. 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?	The Project would have a less-than-significant impact related to the potential for an accidental release of hazardous materials because applicable regulations and required plans would minimize the likelihood and consequences of such an event.
Hazards 21c. Impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan?	The Project would have a less-than-significant impact on emergency response and evacuation because construction traffic would be managed under a traffic management plan and operations would not interfere with adopted emergency response or evacuation plans.
Hazards 21e. Be located on a site which is included on a list of hazardous materials sites compiled pursuant and, as a result, would it create a significant hazard to the public or the environment?	The Project would have no impact related to being on or near a site listed as contaminated under Government Code Section 65962.5 because the site is not on such lists and environmental database searches and site reconnaissance do not identify listed hazardous waste sites.
22. Airports **Airports 22a. Result in an inconsistency with an Airport Master Plan?**	The Project would have no impact related to consistency with an adopted Airport Master Plan because it is not located within an area governed by a public airport master plan.
Airports 22b. Require review by the Airport Land Use Commission?	The Project would have a less-than-significant impact regarding airport land use compatibility because, although it lies within the March Air Reserve Base Airport Influence Area, required Airport Land Use Commission review and adherence to any conditions

Table 1.7-1
Summary of Impacts Determined Not to be Potentially Significant

Initial Study Checklist Question	Initial Study Findings
	(including buyer notification) would ensure compatibility.
Airports 22c. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	The Project would have no impact regarding safety hazards for people residing or working in the Project area from a public airport because the site is not within two miles of a public or public-use airport.
Airports 22d. For a Project within the vicinity of a private airstrip, or heliport, would the Project result in a safety hazard for people residing or working in the Project area?	The Project would have no impact related to safety hazards from a private airstrip or heliport because no such facilities are located in the vicinity.
HYDROLOGY AND WATER QUALITY Would the project	
23. Water Quality Impacts **Hydrology 23b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?**	The Project would have a less-than-significant impact on groundwater supplies and recharge because it would receive potable water from Western Municipal Water District, would not directly pump groundwater, and would not significantly interfere with groundwater recharge.
Hydrology 23g. Impede or redirect flood flows?	The Project would have a less-than-significant impact with respect to exposing people or structures to flooding related to changes in flood flows because the site is not within a special flood hazard area and Project improvements would not impede or redirect flood flows in a manner that increases risk.
Hydrology 23h. In flood hazard, tsunami, or seiche zones, risk the release of pollutants due to Project inundation?	The Project would have a less-than-significant impact related to the release of pollutants in a flood, tsunami, or seiche because the site is not subject to tsunami or seiche hazards and hazardous materials on site would be managed under a hazardous materials business plan that reduces flood-related release risks.

Table 1.7-1
Summary of Impacts Determined Not to be Potentially Significant

Initial Study Checklist Question	Initial Study Findings
LAND USE/PLANNING Would the project	
24. Land Use **Land Use 24a. Physically divide an established community?**	The Project would have a less-than-significant impact on the division of an established community because it would develop a vacant/underutilized site with commercial uses and would not introduce barriers or discontinuities that would physically divide the community.
MINERAL RESOURCES Would the project	
25. Mineral Resources **Minerals 25a. Result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State?**	The Project would have no impact on the availability of regionally important mineral resources because the area is classified MRZ-3, with no identified mineral deposits of known economic value or existing extraction operations.
Minerals 25b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	The Project would have no impact on locally important mineral resources because the site is not designated as a mineral resource area in the General Plan or Area Plan.
Minerals 25c. Potentially expose people or property to hazards from proposed, existing or abandoned quarries or mines?	The Project would have no impact related to hazards from mines or quarries because there are no existing or proposed mines or quarries on or near the site.
NOISE Would the project	
26. Airport Noise **Noise 26a. For a project located within an airport land use plan, or where such 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?**	The Project would have no impact from public airport noise because it is not located within two miles of a public or public-use airport and is not within an airport noise contour.
Noise 26b. For a Project within the vicinity of a private airstrip, would the Project expose people residing or working in the Project area to excessive noise levels?	The Project would have no impact from private airstrip noise because there are no known private airstrips or heliports in the vicinity.

Table 1.7-1
Summary of Impacts Determined Not to be Potentially Significant

Initial Study Checklist Question	Initial Study Findings
POPULATION AND HOUSING Would the project	
29. Housing **Housing 29a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes or businesses) or directly (for example, through extension of roads or other infrastructure)?**	The Project would have a less-than-significant impact related to inducing population growth because it is a commercial development served by the existing regional labor pool and does not include or necessitate new housing.
Housing 29c. Create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income?	The Project would have a negligible impact on the demand for housing, including affordable housing, because it does not induce substantial new population growth or displace existing residences.
PUBLIC SERVICES Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the 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:	
Public Services 30 (Fire).	The Project would have a less-than-significant impact on fire protection services and facilities because it would incrementally increase service demand but not to a degree requiring new or expanded fire stations, and it would pay applicable development impact fees.
Public Services 31 (Sheriff).	The Project would have a less-than-significant impact on law enforcement services and facilities because service demands would increase only incrementally and would not necessitate new or expanded Sheriff facilities.
Public Services 32 (Schools).	The Project would have a less-than-significant impact on schools because it does not generate a residential population and will pay required school impact fees.
Public Services 33 (Libraries).	The Project would have a less-than-significant impact on library services because it does not add residents and therefore does not substantially increase library demand.

Table 1.7-1
Summary of Impacts Determined Not to be Potentially Significant

Initial Study Checklist Question	Initial Study Findings
Public Services 34 (Health Services).	The Project would have a less-than-significant impact on health services because it does not introduce a residential population and would not substantially increase demand for health care facilities.
RECREATION	
35. Parks and Recreation **Recreation 35a. Would the project increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**	The Project would have a less-than-significant impact on existing park facilities because it does not include housing, will not generate a substantial resident population, and would not substantially increase the use of existing parks.
Recreation 35b. Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	The Project would have a less-than-significant impact related to the need for new or expanded recreational facilities because it neither includes nor depends upon park or recreational uses and does not create substantial new park demand.
Recreation 35c. Is the Project located within a Community Service Area or recreation and park district with a Community Parks and Recreation Plan (Quimby fees)?	The Project would have no impact with respect to park districts and Quimby Act requirements because the site is within CSA 152, which provides street sweeping only and is not a park or recreation district.
36. Recreational Trails	The Project would have no impact on recreational trails because there are no designated recreational trails on or adjacent to the site.
37. Transportation	
Transportation 37c. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	The Project would have a less-than-significant impact related to transportation safety hazards or incompatible uses because site access and internal circulation must comply with County design standards, ensure adequate sight distance, and accommodate compatible vehicle movements.
Transportation 37d. Cause an effect upon, or a need for new or altered maintenance of roads?	The Project would have a less-than-significant impact related to road maintenance needs because required frontage and off-site improvements are typical of urban development and tax/fee revenues generated by the

Table 1.7-1
Summary of Impacts Determined Not to be Potentially Significant

Initial Study Checklist Question	Initial Study Findings
	Project would offset incremental maintenance demands.
Transportation 37e. Cause an effect upon circulation during the Project's construction?	The Project would have a less-than-significant impact on circulation during construction because construction traffic would be controlled under a Construction Traffic Management Plan that maintains reasonable traffic flow and emergency access.
Transportation 37f. Result in inadequate emergency access or access to nearby uses?	The Project would have a less-than-significant impact on emergency access because site design and access must be reviewed and approved to meet emergency vehicle access requirements and the Project would not block designated evacuation routes.
37. Bike Trails	The Project would have no impact on designated bike trails because none exist proximate to the site and Project improvements would not affect any such facilities.
UTILITY AND SERVICE SYSTEMS Would the project	
39. Water **Water 39a. Require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects?**	The Project would have a less-than-significant impact on water treatment facilities because it would be served by existing Western Municipal Water District infrastructure and would not require construction of new or expanded treatment facilities.
Water 39b. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	The Project would have a less-than-significant impact on water supply because Western Municipal Water District is expected to have sufficient entitlements and supplies, and the Project must obtain a will-serve letter before construction.
40. Sewer **Sewer 40a. Require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities the construction of which would cause significant environmental effect?**	The Project would have a less-than-significant impact on wastewater treatment facilities because it would connect to the Van Buren Sewer CFD and the Regional Water Quality Control Plant, which have capacity to serve the Project without requiring new or expanded facilities.

Table 1.7-1
Summary of Impacts Determined Not to be Potentially Significant

Initial Study Checklist Question	Initial Study Findings
Sewer 40b. Result in a determination by the wastewater treatment provider that serves or may service the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	The Project would have a less-than-significant impact on wastewater treatment capacity because the CFD and RWQCP have adequate capacity and the Project would pay required connection and capacity fees.
41. Solid Waste **Solid Waste 41a. Is the Project served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs?**	The Project would have a less-than-significant impact on landfill capacity because construction and operational solid waste would be within the remaining capacity of the El Sobrante Landfill, particularly with compliance with State diversion requirements.
Solid Waste 41b. Does the Project comply with federal, state, and local statutes and regulations related to solid wastes including the CIWMP?	The Project would have a less-than-significant impact regarding compliance with solid-waste regulations because it must adhere to applicable State laws, regulations of the Riverside County Waste Management Department, and local diversion programs.
42. Utilities **Would the project impact the following facilities requiring or resulting in the construction of new facilities or the expansion of existing facilities; the construction of which could cause significant environmental effects?**	
Utilities 42a–f. Electricity, natural gas, communications systems, street lighting, maintenance of public facilities (including roads), other governmental services?	The Project would have a less-than-significant impact on utilities and service systems for electricity, natural gas, communications, street lighting, road maintenance, and other governmental services because all necessary utilities are available in the area, extensions would be typical of urban development, and no unusual new facilities are required.
WILDFIRE If located in or near state responsibility areas or lands classified as very high fire severity zones, would the project:	
Wildfire a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	The Project would have less-than-significant impacts related to wildfire risk because the site is not within a Very High Fire Hazard Severity Zone, is in an

Table 1.7-1
Summary of Impacts Determined Not to be Potentially Significant

Initial Study Checklist Question	Initial Study Findings
Wildfire 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?	urbanized setting with existing access and infrastructure, and Project designs must comply with applicable fire and building codes governing ignition resistance, access, and emergency response.
Wildfire c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	
Wildfire 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?	
Wildfire e. Expose people or structures either directly or indirectly to a significant risk of loss, injury or death involving wildland fires.	

Source: Woodcrest Retail Center Project Initial Study, June 2025, EIR Appendix A, County of Riverside, Environmental Assessment Form: Initial Study.

1.8 AREAS OF CONCERN OR CONTROVERSY

Section 15123 of the *CEQA Guidelines* requires that the EIR summary identify areas of potential concern or controversy known to the lead agency, including issues raised by other agencies and the public. Issues of concern were identified by the Lead Agency, through responses to the Project Initial Study/Notice of Preparation (NOP), and other communications addressing the Project and the Project EIR.

Responses to the NOP are presented at EIR Appendix A. Table 1.8-1 lists NOP respondent agencies, organizations, and individuals. A corresponding summary of respondent comments is presented, indicated by *italicized text.* Responses to comments, together with

correlating EIR references, are indicated in subsequent statements. Unless otherwise noted, all respondent comments are addressed within the body of the EIR.

Table 1.8-1
List of NOP/AB52 Respondents and Summary of Comments/Responses

Respondent	Summary of Comments
State Agencies	
Office of Planning and Research-State Clearinghouse (SCH)	*SCH lists Responsible and Trustee Agencies receiving the NOP. SCH assigns the SCH No. 2025060993 to the Project environmental documents. SCH established the review and comment period for the NOP as June 18 through July 18, 2025.* EIR Appendix A includes a copy of the Project NOP and NOP Responses.
Native American Heritage Commission (NAHC)	*NAHC provides procedural guidance in evaluating and determining potential impacts to cultural resources and Tribal Cultural Resources (TCRs). NAHC also outlines AB52 and SB18 consultation requirements and processes.* Potential impacts to cultural resources and Tribal Cultural Resources are discussed and addressed at EIR Section 4.8 *Cultural Resources/Tribal Cultural Resources*. The County has complied with SB18 and AB52 consultation requirements. The County consultation process is documented at EIR Section 4.8 *Cultural Resources/Tribal Cultural Resources.* Please refer also to the detailed list of groups and individuals contacted during preparation of the Project cultural/tribal cultural resources analysis presented at EIR Section 4.8 *Cultural Resources/Tribal Cultural Resources and within Phase I Cultural Resources Assessment*, Appendix B *Tribal Scoping Record*.
California Department of Fish and Wildlife (CDFW)	*CDFW notes the Department's role as both Trustee and Responsible Agency under CEQA. CDFW provides Biological Resources Assessment recommendations and impact mitigation suggestions.* Potential impacts to Biological Resources are discussed at EIR Section 4.7 *Biological Resources* and EIR Appendix H *Biological Resources*. All analyses comply with applicable CEQA, CDFW, MSHCP, and County requirements. As substantiated in the EIR, all biological resources impacts would be less than significant or less than significant as mitigated.

Table 1.8-1
List of NOP/AB52 Respondents and Summary of Comments/Responses

Respondent	Summary of Comments
California Department of Toxic Substances (DTSC)	*DTSC notes existing demolition protocols addressing potential presence of various hazards materials and handling and disposal of any such materials if encountered. DTSC also provides recommendations addressing potential contaminants that may be present in imported fill materials.* Potential hazards/hazardous materials impacts are discussed in detail at EIR Section 4.9 *Hazards/Hazardous Materials* and within the Phase I ESA appended to the IS (EIR Appendix A). Best management practices (BMPs) included in the Project address potential hazards associated with Project development including demolition activities and potential soil import. To clarify for DTSC, the dry cleaning operations noted in the Phase I ESA are not a REC affecting the Project. The noted dry cleaning facilities are located approximately 600 feet east of the Project site in the existing shopping center across Washington Street. As substantiated in the EIR, the Project would not result in any potentially significant hazards/hazardous materials impacts.
County Agencies	
Riverside County Department of Waste Resources (RCDWR)	*RCDWR notes the potential for the Project to generate waste exceeding available land fill capacities. RCDWR also provides suggested measures that could reduce Project-source waste.* The potential for the Project to generate waste in excess of available landfill capacities is specifically addressed in the Initial Study (IS, EIR Appendix A, IS Checklist topic *Solid Waste*). The IS substantiates that all Project impacts affecting serving landfills would be less than significant.
Riverside Transit Agency (RTA)	*RTA requests that sidewalk/right-of-way improvements in the vicinity of the existing RTA bus stop on Van Buren Boulevard west of Washington Street be ADA-compliant.* The County and Applicant will work collaboratively with RTA to address any Project improvements that may impact existing or future RTA facilities. Via the Project Conditions of Approval, the County will ensure that all improvements comply with or exceed ADA standards.

1.9 EIR TOPICAL ISSUES

Based on the Initial Study analysis, NOP comments, and other public/agency input, the analysis of the EIR addresses the following general topics.

- Air Quality;
- Biological Resources;
- Cultural Resources/Tribal Cultural Resources;
- Energy;

- Greenhouse Gas (GHG) Emissions/Global Climate Change;
- Hazards and Hazardous Materials;
- Hydrology/Water Quality;
- Land Use and Planning;
- Noise;
- Population and Housing; and
- Transportation/Traffic.

Additionally, EIR Section 5.0, *Other CEQA Considerations*, presents discussions of other mandatory CEQA topics including:

- Cumulative Impact Analysis;
- Alternatives Analysis;
- Growth-Inducing Impacts of the Proposed Action;
- Significant Environmental Effects; and
- Significant and Irreversible Environmental Changes.

1.10 SUMMARY OF SIGNIFICANT PROJECT IMPACTS

As substantiated within this EIR, all environmental effects of the Project would be less-than-significant or reduced below levels of significance with application of mitigation measures identified herein. A summary of all Project impacts and proposed mitigation measures is presented at EIR Section 1.12, *Summary of Impacts and Mitigation Measures*.

1.11 ALTERNATIVES TO THE PROJECT

1.11.1 Description of Alternatives

Consistent with provisions of the *CEQA Guidelines*, this EIR evaluates alternatives to the Project that would lessen its significant environmental effects while allowing for attainment of the basic Project Objectives. It is noted here that the Project would not result in any significant environmental effects.

As required under CEQA, a "No Project" alternative has been evaluated. Other alternatives to the Project considered herein provide context for the Project

environmental impacts relative to other development that could feasibly be implemented at the subject site. Alternatives considered are listed below.

- No Project Alternatives (No Build Scenario, and Commercial/Retail Land Uses Redevelopment Scenario)

- Reduced Intensity Alternative.

Alternatives considered and rejected include:

- Alternative Sites.

Alternatives to the Project that are considered in this analysis are summarized below. Please refer also to EIR Section 5.2.2, *Description of Alternatives*.

1.11.1.1 No Project Alternative Overview

The *CEQA Guidelines* specifically require that an EIR include evaluation of a No Project Alternative. The No Project Alternative should make a reasoned assessment as to future disposition of the subject site should the Project under consideration not be developed. In this latter regard, the *CEQA Guidelines* state in pertinent part.

> "If the project is other than a land use or regulatory plan, for example a development project on identifiable property, the "no project" alternative is the circumstance under which the project does not proceed. Here the discussion would compare the environmental effects of the property remaining in its existing state against environmental effects which would occur if the project is approved. If disapproval of the project under consideration would result in predictable actions by others, such as the proposal of some other project, this "no project" consequence should be discussed. In certain instances, the no project alternative means "no build" wherein the existing environmental setting is maintained. However, where failure to proceed with the project will not result in preservation of existing environmental conditions, the analysis should identify the practical result

> of the project's non-approval and not create and analyze a set of artificial assumptions that would be required to preserve the existing physical environment." (*CEQA Guidelines*, Section 15126.6 (e)(3)(B)).

Within this analysis, two No Project Scenarios are considered – "No Build" and "Commercial/Retail Land Uses Redevelopment Scenario."

No Project Alternative: No Build Scenario

The No Project Alternative: No Build Scenario assumes the site remains in its current undeveloped condition. If a No Build Scenario were maintained, its comparative environmental impacts would replicate the existing conditions discussions for each of the environmental topics evaluated in this EIR; and comparative impacts of the Project would be as presented under each of the EIR environmental topics.

No Project Alternative: Commercial/Retail Land Uses Redevelopment Scenario

The No Project Alternative: Commercial/Retail Land Uses Redevelopment Scenario assumes that only the Project site's existing commercial/retail land uses would be redeveloped. Under this scenario, the northern portion of the site would remain undeveloped, while parcels currently designated "CR" (Commercial Retail) by the County General Plan and zoned "C-P-S" (Scenic Highway Commercial) would be redeveloped with commercial retail uses permitted under the CR and C-P-S designations. The parcels designated for Commercial Retail use include APNs 273-141-003, 273-141-004, 273-141-005, 273-141-006, and 273-141-007, collectively totaling approximately 4.51 acres. According to General Plan Table 3.0-C, the CR land use designation allows for a Floor Area Ratio (FAR) between 0.20 and 0.35. For this analysis, these parcels are assumed to be developed at the minimum FAR of 0.20 anticipated under the CR designation, resulting in approximately 39,290 square feet of commercial/retail uses.

1.11.1.2 Reduced Intensity Alternative Overview

The Project would not result in any significant environmental impacts. The Reduced Intensity Alternative considered in this EIR would diminish the Project's already less-than-significant impacts.

For illustrative purposes, the Reduced Intensity Alternative considers a development scenario representing an aggregate 25 percent reduction in development that would otherwise result from the Project Base development concept. When compared to the Base development concept (maximum of 61,020 square feet and including retail gas station facilities with 12 fueling points), the Reduced Intensity Alternative would realize approximately 45,765 square feet of commercial, retail, restaurant uses, and a retail gas station with 9 fueling points. For purposes of this Alternatives analysis, the 25 percent reduction in scope is assumed to be applied uniformly to all uses proposed by the Project. All other aspects of the Reduced Intensity Alternative (building configuration, allocation of internal space, opening year, hours/days of operation, all operations internal to the building) would be consistent with the Project.

1.11.1.3 Alternatives Considered and Rejected

As stated at *CEQA Guidelines* §15126.6 (f)(1)(2)(A), the "key question and first step in [the] analysis [of alternative locations] is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR." *CEQA Guidelines* §15126.6 (f) (1) also provides that when considering the feasibility of potential alternative sites, the factors that may be considered include: "site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context), and whether the proponent can reasonably acquire, control, or otherwise have access to the alternative site (or the site is already owned by the proponent). None of these factors establishes a fixed limit on the scope of reasonable alternatives."

As noted previously, the Project would not result in any significant environmental effects. Per *CEQA Guidelines* §15126.6 (f)(1)(2)(A) . . . "[o]nly locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR." Because the Project would not result in any significant environmental effects, there is no requirement for identification of, or analysis of, an Alternative Site.

1.11.1.4 Environmentally Superior Alternative

The *CEQA Guidelines* require that the environmentally superior alternative (other than the No Project Alternatives) be identified among the Project and other Alternatives considered in an EIR.

With exclusion of the No Project Alternatives as provided under CEQA[6], the Reduced Intensity Alternative would likely result in a general reduction in environmental effects when compared to the Project. For the purposes of CEQA, the Reduced Intensity Alternative is identified as the "environmentally superior alternative."

1.12 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Table 1.12-1 summarizes potential impacts resulting from implementation and operations of the Project. The impacts identified in Table 1.12-1 correspond with environmental topics and impacts discussed in EIR Section 4.0, *Environmental Impact Analysis*. Table 1.12-1 also lists measures proposed to mitigate potentially significant environmental impacts of the Project and indicates the level of significance after application of proposed mitigation.

For ease of reference, Table 1.12-1 also lists Best Management Practices (BMPs) and Project Design Features (PDFs) incorporated in the Project as means of ensuring compliance with relevant environmental regulations, maximizing effectiveness of actions and operations, and further minimizing general environmental effects. It is specifically noted here that none of the listed BMPs and PDFs comprise mitigation as defined under CEQA. The listed BMPs and PDFs would, however, act to preclude potential environmental effects or would further reduce already less-than-significant environmental impacts identified in this EIR. The Lead Agency will ensure implementation of the listed BMPs and PDFs through Project Conditions of Approval or other means (e.g., permitting requirements).

[6] If the environmentally superior alternative is the "no project" alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives (*CEQA Guidelines* Section 15126.6 (e)(2)).

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Table 1.12-1
Summary of Impacts and Mitigation, Project BMPs and Project Design Features

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit. For ease of reference, Best Management Practices (BMPs) and Project Design Features incorporated in the Project are listed separately at the conclusion of this Table.*

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
4.1 Land Use and Planning			
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	No mitigation is required.	Not Applicable
Result in or contribute to urban decay.	Less-Than-Significant	No mitigation is required.	Not Applicable
4.2 Transportation			
Conflict or be inconsistent with *CEQA Guidelines* section 15064.3, subdivision (b).	Less-Than-Significant	No mitigation is required.	Not Applicable
Potential to conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.	Less-Than-Significant	No mitigation is required.	Not Applicable
4.3 Air Quality			
Conflict with or obstruct implementation of the applicable air quality plan.	Less-Than-Significant	No mitigation is required.	Not Applicable
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 (including releasing emissions which exceed quantitative thresholds for ozone precursors).	Less-Than-Significant	No mitigation is required.	Not Applicable

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Table 1.12-1
Summary of Impacts and Mitigation, Project BMPs and Project Design Features

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit. For ease of reference, Best Management Practices (BMPs) and Project Design Features incorporated in the Project are listed separately at the conclusion of this Table.*

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
Expose sensitive receptors which are located within 1 mile of the project site to project substantial pollutant concentrations.	Less-Than-Significant	No mitigation is required.	Not Applicable
4.4 Greenhouse Gas Emissions			
Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.	Less-Than-Significant	No mitigation is required.	Not Applicable
Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.	Less-Than-Significant	No mitigation is required.	Not Applicable
4.5 Energy			
Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.	Less-Than-Significant	No mitigation is required.	Not Applicable
Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.	Less-Than-Significant	No mitigation is required.	Not Applicable
4.6 Noise			
Potential generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of	Less-Than-Significant	No mitigation is required.	Not Applicable

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Table 1.12-1
Summary of Impacts and Mitigation, Project BMPs and Project Design Features

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit. For ease of reference, Best Management Practices (BMPs) and Project Design Features incorporated in the Project are listed separately at the conclusion of this Table.*

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
the project in excess of standards established in the local general plan, noise ordinance, or applicable standards of other agencies.			
Project operational noise could result in 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	No mitigation is required.	Not Applicable
Project vehicular-source noise could result in exposure of persons to, or generation of, noise levels in excess of applicable standards.	Less-Than-Significant	No mitigation is required.	Not Applicable
Project vehicular-source noise would result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project.	Less-Than-Significant	No mitigation is required.	Not Applicable
Project construction activities could result in exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise.	Potentially Significant	*4.6.1 Prior to commencement of construction activities, mobilizing any heavy equipment or starting ground disturbance, contractor(s) shall stake and physically demarcate the required 20-foot buffer setback at receiver location R4. All site personnel shall be informed of the buffer restriction through signage and pre-construction meetings.*	Less-Than-Significant.

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Table 1.12-1
Summary of Impacts and Mitigation, Project BMPs and Project Design Features

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit. For ease of reference, Best Management Practices (BMPs) and Project Design Features incorporated in the Project are listed separately at the conclusion of this Table.*

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
		• *The buffer area shall restrict the use of large-loaded trucks, mobile equipment exceeding 80,000 pounds, jack hammers, and vibratory rollers. Only small rubber-tired or equivalent alternatives, including approved soil compaction devices, may operate within this buffer during project construction to minimize potential vibration impacts.* • *Contractor(s) shall continuously maintain the marked buffer throughout Project construction, with regular inspection to ensure effectiveness and compliance. Any breach or disturbance of the buffer by restricted equipment will require immediate corrective action.*	
4.7 Biological Resources			
Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan.	Less-Than-Significant	No mitigation is required.	Not Applicable
Have a substantial adverse effect, either directly or through habitat modifications, on any endangered, or threatened species, as listed in Title 14 of the California Code of Regulations (Sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or 17.12); Substantially affect, either directly or through habitat modifications, any species identified as	Potentially Significant (potential impacts to nesting birds and the burrowing owl).	*4.7.1 To avoid impacts to nesting birds and to comply with the federal Migratory Bird Treaty Act of 1918 (MBTA):* • *If possible, all vegetation removal activities shall be scheduled from August 1 to February 15, which is outside the nesting season. This would ensure that no active nests would be disturbed and that removal could proceed rapidly.* • *If vegetation is to be cleared during the nesting season (February 15 – July 31), all suitable habitat shall be*	Less-Than-Significant

Table 1.12-1
Summary of Impacts and Mitigation, Project BMPs and Project Design Features

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit. For ease of reference, Best Management Practices (BMPs) and Project Design Features incorporated in the Project are listed separately at the conclusion of this Table.*

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Wildlife (CDFW, formerly California Department of Fish and Game) or United States Fish and Wildlife Service (USFWS).		*thoroughly surveyed for the presence of nesting birds by a qualified biologist 72 hours prior to clearing. If any active nests are detected, the area shall be flagged and mapped on the construction plans along with a minimum 50-foot buffer and up to 500 feet for raptors, with the final buffer distance to be determined by a qualified biologist. The buffer area shall be avoided until the nesting cycle is complete or it is determined that the nest has failed. In addition, the biologist shall be present on the site to monitor the vegetation removal to ensure that any nests, which were not detected during the initial survey, are not disturbed.*	
		4.7.2 Within 30 days prior to any ground-disturbing activities at the Project site, a pre-construction survey shall be conducted for burrowing owl (Athene cunicularia) by a qualified biologist. If burrowing owls or occupied burrows are detected, the Project shall first implement avoidance measures, including the establishment of appropriate no-disturbance buffers consistent with the MSHCP burrowing owl survey instructions and the CDFW 2012 Staff Report on Burrowing Owl Mitigation. If avoidance of take is not feasible, any passive relocation and compensatory measures shall be developed in coordination with CDFW and implemented pursuant to accepted protocols and any required CESA authorization, including coverage under the MSHCP or a separate CESA permit or letter authorization. If no burrowing owls or occupied burrows are detected during the pre-construction survey,	

Table 1.12-1
Summary of Impacts and Mitigation, Project BMPs and Project Design Features

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit. For ease of reference, Best Management Practices (BMPs) and Project Design Features incorporated in the Project are listed separately at the conclusion of this Table.*

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
		no further burrowing owl-specific measures shall be required.	
		4.7.3 All temporary work areas, including stockpiles, shall be located outside any sensitive biological resources.	
		4.7.4 The limits of the work shall be flagged prior to start of work.	
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 wildlife nursery sites.	Less-Than-Significant	No mitigation is required.	Not Applicable
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; Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.	Less-Than-Significant	No mitigation is required.	Not Applicable

Table 1.12-1
Summary of Impacts and Mitigation, Project BMPs and Project Design Features

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit. For ease of reference, Best Management Practices (BMPs) and Project Design Features incorporated in the Project are listed separately at the conclusion of this Table.*

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	Less-Than-Significant	No mitigation is required.	Not Applicable
4.8 Cultural Resources			
Cause a substantial adverse change in the significance of a historic or archaeological resources as defined in §15064.5.	Potentially Significant Consistent with recommendations presented in the Phase II Testing Program and conditions of approval/mitigation stipulated by the County, the following mitigation measures are incorporated.	*4.8.1 Environmental Constraints Sheet* *Prior to issuance of grading permits, the developer/applicant shall provide evidence to the Riverside County Planning Department that an Environmental Constraints Sheet has been included in the Grading Plans. This sheet shall indicate an area to be used for relocation of the bedrock milling features that cannot be avoided by this Project. In addition, a permanent space within this area will be predetermined and designated on a confidential map for reburial of any artifacts that will be impacted and/or discovered during grading.* *4.8.2 Feature Relocation* *Site(s) APP2501-P-1 cannot be avoided through Project redesign. Prior to grading permit issuance: the Project Supervisor and Project Archaeologist and a representative from the consulting Tribe(s) shall meet onsite to determine the strategy for relocating the milling features to a permanent open space area predetermined and designated on a confidential map. Before construction activities are allowed to start and using professional archaeological methods, any visible artifacts shall be recovered and recorded, photo documentation of each feature in situ shall occur. The current Department of Parks and Recreation*	Less-Than-Significant

Table 1.12-1
Summary of Impacts and Mitigation, Project BMPs and Project Design Features

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Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
		forms for the sites shall be updated, detailing which features were relocated, the process through which this was done, and updated maps using sub meter GIS technology to document the new location of each feature. The relocation information shall be included in the Phase IV Monitoring Report. *4.8.3 Native American Monitor* *Prior to the issuance of grading permits, the developer/permit applicant shall enter into agreement(s) with the consulting tribe(s) for the appropriate number of Native American Monitor(s). In conjunction with the Archaeological Monitor(s), the Native American Monitor(s) shall attend the pre-grading meeting with the contractors to provide Cultural Sensitivity Training for all construction personnel. In addition, an adequate number of Native American Monitor(s) shall be on-site during all initial ground-disturbing activities and excavation of soils in each portion of the Project site including clearing, grubbing, tree removals, grading and trenching. In conjunction with the Archaeological Monitor(s), the Native American Monitor(s) have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources. Activities will be documented in Tribal Monitoring Notes which will be required to be submitted to the County Archaeologist prior to grading final inspection. The developer/permit applicant shall submit a fully executed copy of the agreement(s) to the County Archaeologist to ensure compliance with this*	

Table 1.12-1
Summary of Impacts and Mitigation, Project BMPs and Project Design Features

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Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
		condition of approval. Upon verification, the Archaeologist shall clear this condition. This agreement shall not modify any condition of approval or mitigation measure. *4.8.4 Artifact Disposition* *Prior to Grading Permit Final Inspection, in the event cultural resources are identified during ground-disturbing activities, the landowner(s) shall relinquish ownership of all cultural resources, (with the exception of sacred items, burial goods, and Human Remains) and provide evidence to the satisfaction of the County Archaeologist that all archaeological materials recovered during the archaeological investigations (this includes collections made during an earlier project, such as testing of archaeological sites that took place years ago), have been handled through the following method.* *Historic Resources - All historic archaeological materials recovered during the archaeological investigations (this includes collections made during an earlier project, such as testing of archaeological sites that took place years ago), shall be curated at the Western Science Center, a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines.* *Pre-contact resources - A fully executed reburial agreement with the appropriate culturally affiliated Native American tribe(s) or band(s). This shall include measures and*	

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Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
		provisions to protect the reburial area from any future impacts. Reburial shall not occur until all cataloguing, analysis and special studies have been completed on the cultural resources. Details of contents and location of the reburial shall be included in the Phase IV Report. The details of any disposition of artifacts shall be documented in the Phase IV Report. *4.8.5 Phase IV Monitoring Report* *Prior to Grading Permit Final Inspection, a Phase IV Cultural Resources Monitoring Report shall be submitted that complies with the Riverside County Planning Department's requirements for such reports for all ground disturbing activities associated with this grading permit. The report shall follow the County of Riverside Planning Department Cultural Resources (Archaeological) Investigations Standard Scopes of Work posted on the TLMA website. The report shall include results of any feature relocation or residue analysis required as well as evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting and evidence that any artifacts have been treated in accordance with procedures stipulated in the Cultural Resources Monitoring Plan. The report will also include the Tribal Monitoring notes as a confidential appendix. Once approved by the County Archaeologist, the Project Archaeologist shall provide a copy to the consulting tribes and the South Coastal Information Center (SCIC).*	

Table 1.12-1
Summary of Impacts and Mitigation, Project BMPs and Project Design Features

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Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
		4.8.6 Human Remains *If human remains are found on this site, the developer/permit holder or any successor in interest shall comply with State Health and Safety Code Section 7050.5. Pursuant to State Health and Safety Code Section 7050.5, if human remains are encountered, no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resources Code Section 5097.98 (b), remains shall be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted by the coroner within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "Most Likely Descendant." The Most Likely Descendant shall then make recommendations and engage in consultation with the property owner concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. There will be no photography of human remains or associated resources.* *4.8.7 Unanticipated Resources* *The developer/permit holder or any successor in interest shall comply with the following for the life of this permit. If during ground disturbance activities, unanticipated cultural resources are discovered, the following procedures shall be followed:*	

Table 1.12-1
Summary of Impacts and Mitigation, Project BMPs and Project Design Features

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Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
		All ground disturbance activities within 100 feet of the discovered cultural resource shall be halted and the Project archaeologist shall call the County Archaeologist immediately upon discovery of the cultural resource. A meeting shall be convened between the developer, the Project archaeologist, the Native American tribal representative, and the County Archaeologist to discuss the significance of the find. At the meeting with the aforementioned parties, a decision is to be made, with the concurrence of the County Archaeologist, as to the appropriate treatment (documentation, recovery, avoidance, etc.) for the cultural resource. Resource evaluations shall be limited to nondestructive analysis. *Further ground disturbance shall not resume within the area of the discovery until the appropriate treatment has been accomplished. A cultural resource site is defined, for this condition, as being a feature and/or three or more artifacts in close association with each other. Tribal Cultural Resources are also considered cultural resources. If not already employed by the Project developer, a County-approved archaeologist and a Native American Monitor from the consulting tribe(s) shall be employed by the Project developer to assess the significance of the cultural resource, attend the meeting described above, and continue monitoring of all future site grading activities as necessary.* *4.8.8 Project Archaeologist* *Prior to issuance of grading permits, the applicant/developer shall provide evidence to the County of*	

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Summary of Impacts and Mitigation, Project BMPs and Project Design Features

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Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
		Riverside Planning Department that a County-certified professional archaeologist (Project Archaeologist) has been contracted to implement a Cultural Resource Monitoring Program (CRMP). A Cultural Resource Monitoring Plan shall be developed in consultation with the monitoring tribe(s) that addresses the details of all activities and provides procedures that must be followed in order to reduce the impacts to cultural, tribal cultural and historic resources to a level that is less than significant as well as address potential impacts to undiscovered buried archaeological resources associated with this Project. A fully executed copy of the contract and a digitally signed copy of the Monitoring Plan shall be provided to the County Archaeologist to ensure compliance with this condition of approval. Working directly under the Project Archaeologist, an adequate number of qualified Archaeological Monitors shall be present to ensure that all earth moving activities are observed and shall be on-site during all grading activities for areas to be monitored including off-site improvements. Inspections will vary based on the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. The Professional Archaeologist may submit a detailed letter to the County of Riverside during grading requesting a modification to the monitoring program if circumstances are encountered that reduce the need for monitoring.	

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Summary of Impacts and Mitigation, Project BMPs and Project Design Features

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Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
Cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074.	Potentially Significant	*Please refer to Mitigation Measures 4.8.1 through 4.8.7*	Less-Than-Significant
Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	Potentially Significant	*4.8.9 The Applicant shall retain a qualified Project Paleontologist approved by the County. The Project Paleontologist shall be onsite during all ground-disturbing activities that could affect the southeast Project site area illustrated at Figure 4.8-1. In the case of an inadvertent discovery of paleontological resources, work at the location of the discovery shall cease and a 50-foot-radius buffer around the discovery site shall be established. Earthwork shall be diverted from the buffered area and the property owner and Riverside County Geologist shall be notified. A qualified Project Paleontologist approved by the County of Riverside shall be retained. The discovery site shall not be disturbed until the Project Paleontologist evaluates the find. If the Project Paleontologist assesses the paleontological resources to be significant, subsequent earthwork shall be monitored by a qualified paleontological monitor as deemed necessary by the Project Paleontologist. Any recovered significant fossil remains shall be prepared, identified, and curated into the designated fossil repository (by preference, the Western Science Center), and a final summary report shall be prepared.*	Less-Than-Significant

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Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
4.9 Hazards/Hazardous Materials			
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	No mitigation is required.	Not Applicable
4.10 Hydrology/Water Quality			
Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.	Less-Than-Significant	No mitigation is required.	Not Applicable
Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-site or off-site; Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.	Less-Than-Significant	No mitigation is required.	Not Applicable
Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.	Less-Than-Significant	No mitigation is required.	Not Applicable

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Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
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; result in substantial erosion or siltation on-site or off-site.	Less-Than-Significant	No mitigation is required.	Not Applicable
4.11 Population and Housing			
Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.	Less-Than-Significant	No mitigation is required.	Not Applicable

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Project BMPs and Project Design Features

The following Best Management Practices (BMPs) and Project Design Features (PDFs) are incorporated in the Project as means of ensuring compliance with relevant environmental regulations, maximizing effectiveness of actions and operations, and further minimizing general environmental effects. Note here that none of the following comprise mitigation as defined under CEQA. The following actions would, however, act to preclude potential environmental effects or would further reduce already less-than-significant environmental impacts identified in this EIR. The Lead Agency will assure implementation of the following through Project Conditions of Approval or other means (e.g., permitting requirements).

Environmental Topic	Project BMPs/Project Design Features
Biological Resources	In order to further minimize potential effects to biological resources generally, Volume 1 Appendix C of the MSHCP incorporates standard Best Management Practices (BMPS). BMPs are listed below and recommended generally as Project Conditions of Approval. **BIO-1** A condition shall be placed on grading permits requiring a qualified biologist to conduct a training session for Project personnel prior to grading. The training shall include a description of the species of concern and its habitats, the general provisions of the Endangered Species Act (Act) and the MSHCP, the need to adhere to the provisions of the Act and the MSHCP, the penalties associated with violating the provisions of the Act, the general measures that are being implemented to conserve the species of concern as they relate to the Project, and the access routes to and Project site boundaries within which the Project activities must be accomplished. **BIO-2** Water pollution and erosion control plans shall be developed and implemented in accordance with RWQCB requirements. **BIO-3** The footprint of disturbance shall be minimized to the maximum extent feasible. Access to sites shall be via pre-existing access routes to the greatest extent possible. **BIO-4** The upstream and downstream limits of Project disturbance plus lateral limits of disturbance on either side of the stream shall be clearly defined and marked in the field and reviewed by the biologist prior to initiation of work. **BIO-5** Projects should be designed to avoid the placement of equipment and personnel within the stream channel or on sand and gravel bars, banks, and adjacent upland habitats used by target species of concern. **BIO-6** Projects that cannot be conducted without placing equipment or personnel in sensitive habitats should be timed to avoid the breeding season of riparian identified in MSHCP Global Species Objective No. 7.

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Environmental Topic	Project BMPs/Project Design Features
	BIO-7 When stream flows must be diverted, the diversions shall be conducted using sandbags or other methods requiring minimal instream impacts. Silt fencing of other sediment trapping materials shall be installed at the downstream end of construction activity to minimize the transport of sediments offsite. Settling ponds where sediment is collected shall be cleaned out in a manner that prevents the sediment from reentering the stream. Care shall be exercised when removing silt fences, as feasible, to prevent debris or sediment from returning to the stream. **BIO-8** Equipment storage, fueling, and staging areas shall be located on upland sites with minimal risks of direct drainage into riparian areas or other sensitive habitats. These designated areas shall be located in such a manner as to prevent any runoff from entering sensitive habitat. Necessary precautions shall be taken to prevent the release of cement or other toxic substances into surface waters. Project related spills of hazardous materials shall be reported to appropriate entities including but not limited to applicable jurisdictional city, FWS, and CDFG, RWQCB and shall be cleaned up immediately and contaminated soils removed to approved disposal areas. **BIO-9** Erodible fill material shall not be deposited into water courses. Brush, loose soils, or other similar debris material shall not be stockpiled within the stream channel or on its banks. **BIO-10** The qualified Project biologist shall monitor construction activities for the duration of the Project to ensure that practicable measures are being employed to avoid incidental disturbance of habitat and species of concern outside the Project footprint. **BIO-11** The removal of native vegetation shall be avoided and minimized to the maximum extent practicable. Temporary impacts shall be returned to pre-existing contours and revegetated with appropriate native species. **BIO-12** Exotic species that prey upon or displace target species of concern should be permanently removed from the site to the extent feasible.

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Environmental Topic	Project BMPs/Project Design Features
	BIO-13 To avoid attracting predators of the species of concern, the Project site shall be kept as clean of debris as possible. All food related trash items shall be enclosed in sealed containers and regularly removed from the site(s). **BIO-14** Construction employees shall strictly limit their activities, vehicles, equipment, and construction materials to the proposed Project footprint and designated staging areas and routes of travel. The construction area(s) shall be the minimal area necessary to complete the Project and shall be specified in the construction plans. Construction limits will be fenced with orange snow screen. Exclusion fencing should be maintained until the completion of all construction activities. Employees shall be instructed that their activities are restricted to the construction areas. **BIO-15** The Permittee shall have the right to access and inspect any sites of approved projects including any restoration/enhancement area for compliance with project approval conditions including these BMPs.
Hazards/Hazardous Materials	The Project Phase I ESA[1] concluded that the Project site is not adversely affected by any RECs that would warrant mitigation. The Phase I ESA does, however, note existing conditions that contractors/developers should be aware of. These include: • Existence of a 55-gallon drum labeled as "hazardous waste" on the 7-Eleven property (APN 273-141-004) located in the southeast portion of the Project site; • Existing trash and debris within the Project site, or trash and debris that may be generated by site development activities; and • Septic systems/seepage pits that may be encountered during site-disturbing activities. To address these conditions, the Phase I ESA recommended the following actions:

[1] See: *Draft Phase I Environmental Site Assessment Report Northwest Intersection of Van Buren Blvd. & Washington St., Riverside, California* (Converse Consultants) August 19, 2020, Appendix A to the DEIR Initial Study. The Initial Study is provided at EIR Appendix A.

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Project BMPs and Project Design Features

The following Best Management Practices (BMPs) and Project Design Features (PDFs) are incorporated in the Project as means of ensuring compliance with relevant environmental regulations, maximizing effectiveness of actions and operations, and further minimizing general environmental effects. Note here that none of the following comprise mitigation as defined under CEQA. The following actions would, however, act to preclude potential environmental effects or would further reduce already less-than-significant environmental impacts identified in this EIR. The Lead Agency will assure implementation of the following through Project Conditions of Approval or other means (e.g., permitting requirements).

Environmental Topic	Project BMPs/Project Design Features
	HAZ-1 Ensure appropriate disposal/removal of the 55-gallon drum labeled as "hazardous waste" from the 7-Eleven property (APN 273-141-004) located in the southeast portion of the Project site. **HAZ-2** Ensure appropriate disposal of all trash and construction debris. **HAZ-3** During excavation/grading activities, any encountered septic systems/seepage pits shall be handled in accordance with adopted grading and building codes. **HAZ-4** All demolition activities for the Project shall comply with County demolition permit requirements, including the safe handling, removal, and disposal of any hazardous materials encountered, such as asbestos-containing materials, lead-based paints, mercury, and PCB-containing substances. Any identified hazardous materials must be managed and disposed of in accordance with all applicable laws and regulations, including the Environmental Protection Agency's Universal Waste Rule and relevant provisions of the State of California Code of Regulations. **HAZ-5** It is recommended that all imported soil and fill material be tested to assess any contaminants of concern meet screening levels as outlined in DTSC's PEA Guidance Manual. Additionally, DTSC Information Advisory Clean Imported Fill Material Fact Sheet should be referenced if imported fill is required. Additionally, the Project Geotechnical Investigations (EIR Appendix J) indicate that certain portions of the Project site are underlain by granitic bedrock. These areas of bedrock would be removed during site preparation activities. As discussed in the Project April 24, 2026 Geotechnical Investigation, granitic bedrock "could possibly be excavated using a larger excavator, by using a hydraulic concrete attachment, or ripping with D8R or D9R shank ripper. (Project April 24, 2026 Geotechnical Investigation, p. 12). **HAZ-6** If blasting is required, the following procedures and actions are recommended. Blasting is typically achieved by drilling blast holes not larger than 3 inches in diameter and spacing not be greater than about 6 feet. Blast hole depths will

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Environmental Topic	Project BMPs/Project Design Features
	be dependent on the depth of required hard rock excavation. All procedures and recommendations listed below shall be performed by a qualified and licensed blasting subcontractor: • Obtain all necessary licenses and permits prior to the commencement of blasting operations. Local permits for the site-specific blasting operations are typically issued by the County Fire Department. • Prepare a work and safety plan for the blasting operations. • Examine the blast and construction site and provide written notice to all residences or businesses within approximately 1,000 feet of the blast area. • Perform and document a pre-blast survey of structures and improvements located within approximately 1,000 feet of the blasting site. Include video/photographs of crack conditions in nearby structures. • Monitor the blasting operations with portable seismographs to determine the ground motion particle velocity and air noise. Blasting operations should limit the maximum peak particle velocity acceptable to nearby residences and businesses. • Accurate records shall be maintained of each blast including explosive quantities, delay system used and hole diameter and spacing. • Maintain an exclusion zone of at least 50 feet for entry of unauthorized personnel at the blast site. • Blasting shall be controlled such that vibration, fly rock and air noise do not cause damage to nearby structures, undue annoyance to nearby residents, or danger to employees on the project. Seismic records and blasters log should be reviewed after each blast to ensure that particle velocity limits are met. • Provide audible warning signals and guards in sufficient numbers to assure that people, property and improvements will not be endangered during blasting operations. • Blasting shall be performed during hours acceptable to the community which is typically between the hours of 8:00 a.m. and 5:00 p.m. Monday through Friday. • Post-blast inspections shall be performed at structures and improvements located within 1,000 feet of the blasting site.

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Environmental Topic	Project BMPs/Project Design Features
	HAZ-7 • Per requirements of the Riverside County Department of Environmental Health, Environmental Cleanup Program (RCDEH-ECP), a Soil Management Plan (SMP), or equivalent, shall be submitted for review prior to grading permit issuance. The SMP shall address any potential environmental concern that may be encountered during grading operations. • Additionally, the following Project areas require soil sampling prior to grading permit issuance. • The possible clarifier location by the 7-Eleven, APN 273-141-004, shall be sampled prior to grading permit issuance. Soil sampling in the area of the current and historical Underground Storage Tanks (USTs) shall be conducted prior to grading permit issuance.[2] • The locations of the septic tank area and dispersal field associated with APN 273-141-004 shall sampled prior to grading permit issuance. • All, existing or discovered, on-site wastewater treatment systems (OWTS)/septic systems and wells, shall be properly removed/abandoned under permit with the Riverside County Department of Environmental Health.
Noise	To minimize effects of operational noise received at adjacent properties, an 8-foot high block wall/noise barrier shall be constructed along the Project site north property line as shown at Figure 3.4-4. This wall shall be constructed as early as practical and shall, at a minimum, achieve noise attenuation performance standards detailed in the DEIR Noise and Vibration Analysis (DEIR Appendix G).[3] Typical noise barrier construction specifications would include: • Material: Precast concrete panels or masonry block (CMU) with absorptive treatments (such as sound-absorptive

[2] Any removal of existing underground storage tanks would be subject to review, plan-check approval, inspection, and other requirements administered by the Riverside County Department of Environmental Health, Hazardous Materials Management Branch. Prior to removal, the Applicant would be required to submit applicable plans and supporting information, pay required fees, use qualified contractors, provide advance notice for County inspections, and comply with applicable federal, state, and local requirements, including California Health and Safety Code Chapter 6.7, California Code of Regulations title 23, division 3, chapter 16, and Riverside County Code title 8, chapter 8.140. If evidence of a petroleum release is encountered, soil sampling, reporting, and any necessary corrective action would be required under County direction before backfilling or site redevelopment proceeds.

[3] See: *Woodcrest Retail Center Noise and Vibration Analysis* (Urban Crossroads, Inc.) September 17, 2025.

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Project BMPs and Project Design Features

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Environmental Topic	Project BMPs/Project Design Features
	panels). • Thickness: Barrier wall 8 to 12 inches thick, providing adequate mass for sound attenuation. • Foundation: Barriers are set in concrete footings, with depth and width engineered per local soil conditions, seismic requirements. • Surface Treatment: Textured or patterned surfaces to minimize graffiti and improve aesthetics. Final design, location, and configuration of this wall shall be reviewed and approved by the County prior to the issuance of grading permits or as otherwise specified in the Project Conditions of Approval.

2.0 INTRODUCTION

2.0 INTRODUCTION

2.1 OVERVIEW

This Draft Environmental Impact Report (Draft EIR, DEIR, EIR) evaluates and discloses potential environmental impacts of the Project, known as the Woodcrest Retail Center, located generally at the northwest corner of Van Buren Boulevard and Washington Street ("Project Site"). In summary, the Project proposes approximately 61,020 square feet of retail and restaurant uses within an approximately 9.42-acre gross (9.0-acre net) Project site. The Project site is located within the Lake Mathews/Woodcrest area of Riverside County.

The Project is more particularly described at Draft EIR Section 3.0, *Project Description*.

2.2 EIR IS AN INFORMATIONAL DOCUMENT

"An EIR is an informational document which will inform public agency decision makers and the public generally of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project. The public agency shall consider the information in the EIR along with other information which may be presented to the agency." (*CEQA Guidelines* Section 15121(a)).

While the information in the EIR does not control the agency's ultimate discretion on the project, the agency must respond to each significant effect identified in the EIR by making findings under *CEQA Guidelines* Section 15091 and, if necessary, by making a statement of overriding considerations under *CEQA Guidelines* Section 15093 (*CEQA Guidelines* Section 15121(b)).

"The information in an EIR may constitute substantial evidence in the record to support the agency's action on the project if its decision is later challenged in court." (*CEQA Guidelines* Section 15121(c))

2.3 LEAD AND RESPONSIBLE AGENCIES

CEQA defines a "lead agency" as the public agency that has the principal responsibility for carrying out or approving a project which may have a significant effect on the environment." (Pub. Res. Code, § 21067; see also *CEQA Guidelines*, §§ 15050–15053, 15367.) Having the authority to take action on the Project, the County of Riverside, as the EIR Lead Agency, will consider the information in this EIR in its evaluation of the Project (*CEQA Guidelines* §§ 15050, 15051, 15367). Findings and conclusions of the EIR do not control the County's discretion to approve, deny, or modify the Project, but instead are presented as information to aid the decision-making process.

CEQA defines a "responsible agency as a public agency which proposes to carry out or approve a project, for which a lead agency is preparing or has prepared an EIR or negative declaration." (Cal. Code Regs., tit. 14, § 15381.) Responsible agencies for this Project include but are not limited to the South Coast Air Quality Management District (SCAQMD) and the Regional Water Quality Control Board (RWQCB). These responsible agencies also have some authority or responsibility to issue permits for Project implementation. Based on the current Project design concept, anticipated permits necessary to realize the proposal will likely include, but are not limited to, the following:

- Tribal Resources consultation with requesting Tribes as provided for under AB 52, *Gatto. Native Americans: California Environmental Quality Act*;

- Tribal Resources consultation with requesting Tribes as provided for under the SB 18 Tribal Consultation Process;

- Permitting pursuant to requirements of the Santa Ana Regional Water Quality Control Board (SARWQCB) and Riverside County Ordinance No. 754 (and amendments) *Establishing Stormwater/Urban Runoff Management and Discharge Controls*;

- Approval and permitting for construction of Project stormwater management system improvements by the Riverside County Flood Control and Water Conservation District (RCFC & WCD);

- Approval and permitting for construction of Project water system improvements by WMWD;

- Approval and permitting for construction of Project sanitary sewer system improvements and connection to the Van Buren Sewer line by the Van Buren Sewer CFD;

- Permitting that may be required by/through the South Coast Air Quality Management District (SCAQMD) for certain equipment or land uses that may be implemented within the Project area;

- Various County of Riverside construction, grading, and encroachment permits allowing implementation of the Project facilities; and

- Permitting from various serving utilities purveyors.

Please refer also to the discussion of Project Discretionary Actions, Consultation and Permitting presented at DEIR Section 3.7 *Discretionary Actions, Consultations, and Permits*.

Both the lead agency and responsible agencies must consider the information contained in the EIR prior to acting upon or approving the Project. Contact information for the Lead Agency is presented below.

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

Contact: Jose Merlan, Principal Planner
Phone: (951) 955-3200
Email: jmerlan@rivco.org

2.4 PROJECT APPLICANT

Contact information for the Project Applicant is presented below.

Applicant: LJC Enterprises
P.O. Box 2739
Mammoth Lakes, CA 93456

Contact: Larry Canale

2.5 THE EIR PROCESS

This EIR has been prepared by the County of Riverside pursuant to the State *CEQA Guidelines* (§§ 15000–15387, Cal. Code Regs., tit. 14). The proposed Woodcrest Retail Center is a "project," as defined at § 15378 of the Guidelines. The Guidelines stipulate that an EIR must be prepared for any project that may have a significant impact on the environment. The County has determined that the Project may have one or more significant impacts on the environment and, therefore, the preparation of an EIR is required. As substantiated herein, all potential impacts of the Woodcrest Retail Center Project would be less-than-significant or less-than-significant as mitigated.

The purpose of this EIR is to disclose the Project's potential environmental impacts and recommend measures to reduce or avoid significant impacts. The basic content of an EIR includes: a description of the project under consideration and its objectives; a description of the existing environmental conditions; a discussion of the potentially significant

environmental effects of the project; recommended measures for reducing these effects; and identification and evaluation of feasible alternatives to the project which may also reduce potentially significant impacts of the proposal.

Typically, EIRs consist of two distinct but related documents: a Draft EIR, distributed by the lead agency for review and comment by the general public and any interested governmental agencies; and a Final EIR, which consists of responses to comments received on, together with any necessary modifications to, the Draft EIR. After the Draft EIR has been circulated for review and the Final EIR has been prepared, the EIR must be certified by the lead agency as having complied with CEQA and considered by the agency's decision-making body before any action can be taken on a project.

When a public agency receives a complete project application or decides to undertake a project of its own, it first determines if the project is subject to environmental review under CEQA and, if it is, the agency then typically prepares an Initial Study (IS) to determine if the project under consideration has the potential to cause significant adverse environmental effects. The IS serves as a tool to help the agency determine if an EIR is required, and if so, the focal issues to be examined in the EIR. The lead agency may skip the Initial Study process if it is evident that a project could result in significant environmental effects and that an EIR will be required.

The EIR process is initiated by the distribution of a Notice of Preparation (NOP). Together with the Initial Study (if prepared), the NOP is sent to agencies and interested individuals as notice of commencement of the EIR process, and to solicit their suggestions for appropriate EIR issues and topical analyses. The completed Draft EIR is then circulated to responsible agencies, other affected or interested agencies, and interested members of the public for review and comment. The review period for a Draft EIR is typically 45 days. To provide for appropriate consideration and inclusion in the Final EIR, all comments and concerns regarding the Draft EIR should be received by the lead agency during this 45-day period.

Responses to comments received on the Draft EIR are prepared by the lead agency and included in the Final EIR. The Final EIR may also contain additional information about the project's potential impacts and minor corrections or modifications to the Draft EIR. The Final EIR must be certified by the lead agency's decision-making body before, or in conjunction with, any action to approve a project.

CEQA requires that the EIR address only significant adverse impacts. The *CEQA Guidelines* provide recommendations for significance thresholds, but do not mandate specific numeric threshold values, leaving that determination to lead agencies. The *CEQA Guidelines* also state that the significance of impacts should be considered in relation to their severity and probability of occurrence. Ultimately, the determination of the significance of impacts is at the discretion of the lead agency. The identification of significant impacts in an EIR does not prevent an agency from approving a project. A project may be approved if the lead agency determines that impacts cannot be feasibly mitigated below a level of significance and if the agency determines that there are important overriding considerations, such as social and economic benefits, which are sufficient to justify approval of the considered project.

2.6 EIR FORMAT AND CONTENT

This EIR is organized into seven Sections: 1.0 *Executive Summary*, 2.0 *Introduction*, 3.0 *Project Description*, 4.0 *Environmental Impact Analysis*, 5.0 *Other CEQA Considerations*, 6.0 *Acronyms and Abbreviations*, and 7.0 *References*. Each section addresses a separate aspect of the required content of an EIR as described in the CEQA Statutes and Guidelines (Guidelines), California Public Resources Code, Section 21000 et. seq. and California Code of Regulations, Title 14, Chapter 5). The EIR sections and content of each are summarized below.

Section 1.0 Executive Summary provides an overview of the Project and its location. The Executive Summary also identifies the Project Opening Year reflected in the EIR analyses, states the Project Objectives, and lists the discretionary actions, consultations, and permits necessary to implement the Project. Specific development applications on file with the County are listed. The CEQA EIR Initial Study (IS) and Notice of Preparation

(NOP) process are summarized. Impacts not found to be potentially significant pursuant to the IS are summarized. Areas of concern or controversy are identified, including those stated by respondents to the EIR NOP. Environmental topics discussed in detail in the EIR are listed. Potential alternatives to the Project as required under CEQA are identified and summarized. Lastly, a summary of Project impacts and mitigation is provided. For informational purposes, Best Management Practices (BMPs) and Project Design Features (PDFs) that would act to preclude potentially significant environmental impacts and further reduce already less-than-significant impacts are detailed.

Section 2.0 Introduction recaps an overview of the Project, provides introductory information about the CEQA EIR process, discusses the authority and responsibility of Riverside County as the EIR Lead Agency; and outlines the role of EIR Responsible Agencies. This section also provides this summary of the EIR content and format, outlines intended use of this EIR, and lists and summarizes documents incorporated by reference including Project-specific technical analyses.

Section 3.0 Project Description provides the EIR Project Description conforming to the requirements outlined at Cal. Code Regs., tit. 14, § 15124 (Project Description). The EIR Project Description contains a level of specificity commensurate with the detail proposed by the Project. This section contains an overview of the Project, the Project site existing and proposed land uses; and primary Project elements including:

- the overall Project development concept;
- architectural design concepts;
- proposed access and circulation;
- Project construction traffic management plan;
- landscaping;
- lighting;
- signs;
- parking;
- public utilities including water and sanitary sewer;
- water supply and delivery;

- wastewater conveyance and treatment;
- stormwater management;
- dry utilities including natural gas, electricity, and telecommunications;
- Project energy efficiency/sustainability attributes; and
- Project Best Management Practices (BMPs) and Project Design Features (PDFs) that would avoid or minimize the Project potential environmental effects.

The Project Opening Year, Project Objectives, discretionary actions, consultations, and permits necessary to implement the Project, as well as specific development applications on file with the County are listed.

Section 4.0 Environmental Analysis provides an analysis of the Project's potential environmental impacts. The topics analyzed in this section are listed below.[1]

- Land Use and Planning;
- Transportation;
- Air Quality;
- Greenhouse Gas Emissions;
- Energy;
- Noise;
- Biological Resources;
- Cultural Resources/Tribal Cultural Resources;
- Hazards and Hazardous Materials;
- Hydrology and Water Quality; and
- Population and Housing.

For each environmental topic discussed at Section 4.0, existing conditions are presented and potential environmental impacts of the Project are evaluated and disclosed. Where appropriate, analyses are supported by technical studies appended to the EIR. These

[1] Within the listed topics, certain specific environmental impacts have been previously substantiated not to be potentially significant through the EIR Initial Study process. Please refer to EIR Section 1.7 *Impacts Not Found to be Potentially Significant.*

impacts are then compared to applicable significance thresholds. Impacts that would not exceed applicable thresholds are considered less-than-significant and no further analysis or action is required. Impacts that would exceed applicable thresholds are considered potentially significant, in which case mitigation is proposed that would reduce these impacts to the extent feasible. In the case of the Project considered here, proposed mitigation incorporated in the EIR would reduce all potentially significant impacts to levels that would be less-than-significant. The Sections covering each individual environmental topic are typically divided into the following subsections:

- **Reader's Abstract:** An introductory reader's abstract, summarizing content and significance conclusions, is provided at the beginning of each topical section.

- **Introduction:** The introduction summarizes the content of the section and references other important studies and reports, such as technical studies appended to the EIR.

- **Setting:** This subsection describes baseline environmental conditions which may be subject to change as a result of implementation of the Project. Separate descriptions of existing environmental conditions are provided for each environmental topic.

- **Existing Policies and Regulations:** Various relevant policies, regulations, and programs related to the environmental topic are briefly described. Often, these existing policies and regulations serve to reduce or avoid potential environmental impacts.

- **Standards (Thresholds) of Significance:** Before potential impacts are evaluated, the standards which will serve as the basis for judging significance are presented.

- **Potential Impacts and Mitigation Measures:** This subsection states and explains potential impacts caused by the Project. Based on the standards of significance,

impacts are categorized as either potentially significant or less-than-significant. If the impacts are considered to be potentially significant, mitigation measures are proposed to reduce the impacts. At the conclusion of each discussion for a potentially significant impact, a determination is made as to whether the impact can be reduced to a less-than-significant level with the application of proposed mitigation measures. As noted previously, in the case of the Project considered here, the proposed mitigation incorporated in the EIR would reduce all potentially significant impacts to less-than-significant levels.

Section 5.0 Other CEQA Considerations addresses other environmental considerations and topics mandated under the California Environmental Quality Act (CEQA). These topics include Cumulative Impacts, Alternatives to the Project, Growth Inducement, Significant Environmental Effects of the Project, and Significant and Irreversible Environmental Changes. Primary aspects of each of these topics are presented below.

Cumulative Impacts: As required under *CEQA Guidelines* Sections 15130 and 15355, this EIR includes a discussion of the Project's potential cumulative impacts. CEQA notes that the discussion of cumulative impacts should be guided by standards of practicality and reasonableness [CEQA Guidelines, Section 15130(b)]. Only those projects whose impacts might compound or interrelate with those of the Project under consideration require evaluation. CEQA does not require as much detail in the analysis of cumulative environmental impacts as must be provided for the Project alone. Cumulative impacts under each EIR environmental topic are presented.

Alternatives to the Project: Consistent with provisions of CEQA Guidelines § 15126.6, "Consideration and Discussion of Alternatives to the Proposed Project," this EIR evaluates alternatives to the Project that would lessen its significant environmental effects while allowing for attainment of the basic Project Objectives. It is noted here that the Project would not result in any significant environmental effects. As required under CEQA, a "No Project" alternative has been evaluated. Other alternatives to the Project

considered herein provide context for the Project environmental impacts relative to other development that could feasibly be implemented at the subject site.

Growth Inducement: Growth-inducing aspects of the Project are identified and discussed as required at *CEQA Guidelines* Section 15126.2 (e) Growth-Inducing Impact of the Proposed Project. Potential growth-inducing aspects and elements of the Project would include:

- Construction of infrastructure systems;
- Job creation; and
- Economic stimulus/other.

Significant Environmental Effects of the Project:
As substantiated in this EIR, the Project would not result in any significant environmental effects.

Significant and Irreversible Environmental Changes:
As required under *CEQA Guidelines* § 15126.2(c), the EIR to describes "significant irreversible environmental changes" caused by the Project, including use of nonrenewable resources.

Section 6.0 Acronyms and Abbreviations identifies and defines all acronyms and abbreviations used in this EIR.

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

2.7 INTENDED USE OF THIS EIR

This EIR addresses the potential environmental effects of the implementation and operation of the proposed Woodcrest Retail Center Project. The County of Riverside (County) is the Lead Agency for the purposes of CEQA because it has the principal

responsibility and authority for deciding whether or not to approve the Project, and how it will be implemented. As the Lead Agency, the County is also responsible for preparing environmental documentation for the Project in compliance with CEQA.

The Lead Agency will employ this EIR in its evaluation of potential environmental impacts resulting from, or associated with, approval and implementation of the Project, to include potential effects of the Project's component elements. This EIR will also be used by various Responsible Agencies, e.g., Air Quality Management District(s), California Department of Transportation, Regional Water Quality Control Board(s), *et al*.; as well as utilities and service providers when such entities issue permits necessary to carry out the project. For example, if this EIR and/or its Mitigation Measures require encroachment permits from Caltrans, this EIR will serve as the environmental assessment for such improvements. (Please refer to California Code of Regulations, sections 15050 and 15162.)

In employing this EIR, the County and other agencies need recognize that Project plans and development concepts identified herein are just that, plans and concepts which are subject to refinement as the Project is further defined. Recognizing the potential for these future minor alterations to the Project, this EIR in all instances evaluates likely maximum impact scenarios that would account for these minor alterations. These refinements and/or minor revisions to development proposals do not typically warrant modified or revised environmental documentation. Notwithstanding, at the discretion and direction of the County, substantive modifications to the Project described herein may warrant additional environmental evaluation.

2.8 DOCUMENTS INCORPORATED BY REFERENCE

Section 15150 of the *Guidelines* permits and encourages an environmental document to incorporate, by reference, other documents that provide relevant information. The documents summarized below are incorporated by reference, and the pertinent material is summarized throughout this EIR, where that information is relevant to the analysis of potential impacts of the Project. All documents incorporated by reference are available for review at, or can be obtained through, the Riverside County Planning Department.

Technical studies cited below were specifically developed in conjunction with the Project, and are appended to the body of the Draft EIR.

2.8.1 County of Riverside General Plan

The County of Riverside General Plan, December 8, 2015 (General Plan)[2] establishes Goals and Policies, providing guidance for future development of the County. The General Plan includes eight elements: Land Use, Circulation, Multipurpose Open Space, Safety, Noise, Housing, Air Quality, and Healthy Communities.

All proposed development projects (inclusive of the Project) are evaluated for consistency with the intent and purpose of the applicable General Plan land use designation(s) and related General Plan Goals, Policies, and Implementation Plan actions. Physical development within the General Plan Area will be shaped by the General Plan's Goals, Policies, and Programs integral to each of the General Plan Elements.

2.8.2 Project Technical Studies/EIR Appendices

Following are summary descriptions of documents and supporting technical studies which are appended to the main body of the Draft EIR. Working titles of these documents generically refer to the Project and its physical attributes, and may not necessarily reflect the currently assigned "Woodcrest Retail Center" development title.

2.8.2.1 Initial Study, NOP, and NOP Responses - EIR Appendix A

The EIR Initial Study (IS), Notice of Preparation (NOP) and responses received pursuant to distribution of the IS/NOP are presented at EIR Appendix A. Based on the Initial Study and responses to the NOP, this EIR addresses the following general environmental topics:

- Air Quality;
- Biological Resources;
- Cultural Resources/Tribal Cultural Resources;
- Energy;

[2] Any subsequent reference to the Riverside County General Plan includes all revisions to date.

- Greenhouse Gas (GHG) Emissions;
- Hazards and Hazardous Materials;
- Hydrology/Water Quality;
- Land Use and Planning;
- Noise;
- Population and Housing; and
- Transportation.

Within the above topics, certain issues, summarized at Section 1.0, Table 1.7-1 have previously been determined to not be potentially significant via the EIR Initial Study process. These issues are not substantively discussed within the EIR body text.

2.8.2.2 Urban Decay Study - EIR Appendix B

Potential for the Project to result in potential urban decay effects and fiscal impacts is evaluated in the *Urban Decay Study for Woodcrest Retail Center Project* (The Natelson Dale Group, Inc.) June 12, 2025 and *Draft Fiscal Impact Analysis for Woodcrest Retail Center Project* (The Natelson Dale Group, Inc.) June 11, 2025.

2.8.2.3 Transportation Analysis - EIR Appendix C

A detailed analysis of the Project's potential VMT impacts is presented in *Woodcrest Retail Vehicle Miles Traveled (VMT) Screening Evaluation* (Urban Crossroads, Inc.) May 30, 2025. EIR Appendix B also presents the *Woodcrest Retail Center Traffic Analysis* (Urban Crossroads, Inc.) June 23, 2026 and the Project Transportation Analysis Scoping Agreement.

2.8.2.4 Air Quality Impact Analysis - EIR Appendix D

Air quality impacts are assessed in *Woodcrest Retail Center Air Quality Analysis* (Urban Crossroads, Inc.) April 7, 2026.

2.8.2.5 Greenhouse Gas Analysis - EIR Appendix E

Detailed analysis of the Project's potential Greenhouse Gas impacts are presented in *Woodcrest Retail Center Greenhouse Gas Analysis* (Urban Crossroads, Inc.) September 9, 2025.

2.8.2.6 Energy Assessment - EIR Appendix F

Project energy consumption is quantified in *Woodcrest Retail Center Energy Analysis* (Urban Crossroads, Inc.) September 9, 2025. Existing conditions and projected trends providing general context for the Project energy demands are presented in *Final 2023 Integrated Energy Policy Report* (IEPR) (CEC) March 2024.

2.8.2.7 Noise Impact Analysis - EIR Appendix G

Potential noise impacts of the Project, including construction-source and operational-source noise impacts are assessed within *Woodcrest Retail Center Noise and Vibration Analysis* (Urban Crossroads, Inc.) September 17, 2025.

2.8.2.8 Biological Resources Assessment - EIR Appendix H

Biological resources potentially affected by the Project are assessed in *Western Riverside County Multiple Species Habitat Conservation Plan [MSHCP] Consistency Analysis Report for the Woodcrest Retail Center Project* (Harmsworth Associates) July 2026 and *Burrowing Owl Survey Report for the Woodcrest Retail Center Project Site* (Harmsworth Associates) February 2026.

2.8.2.9 Cultural Resources Investigation - EIR Appendix I

Cultural and paleontological resources potentially affected by the Project were assessed in: *Phase I Cultural Resources Assessment, NWC Van Buren & Washington Project* (BCR Consulting LLC) July 11, 2025*; Phase II Archaeological Testing Program, Woodcrest Retail Project* (BCR Consulting LLC) January 7, 2026; and *Paleontological Resources Assessment, Woodcrest Retail Center* (Department of PaleoServices, San Diego Natural History Museum) Revised January 16, 2026.

2.8.2.10 Geotechnical Investigations - EIR Appendix J

An assessment of the soils and geological conditions affecting the Project site and vicinity properties is presented in: *Draft Phase I Environmental Site Assessment Report* (Converse Consultants) August 19, 2020; *Geotechnical Feasibility Investigation, Proposed Woodcrest Retail Center* (Geotechnical Professionals Inc.) August 10, 2020; *Geotechnical Feasibility Investigation, Proposed Woodcrest Retail Center* (Geotechnical Professionals Inc.) November 6, 2020; and *Geotechnical Investigation, Woodcrest Retail Center* (Geotechnical Professionals Inc.) April 24, 2026.

2.8.2.11 Hydrology/Water Quality - EIR Appendix K

Potential impacts of the Project on hydrology and water quality are evaluated in *Preliminary Project Specific Water Quality Management Plan* (DRC Engineering, Inc.) Revised June 4, 2026 and *Preliminary Hydrology Analysis For: Stater Bros. Relocation* (DRC Engineering, Inc.) June 4, 2026.

2.8.2.12 ALUC Review and Approval Documentation - EIR Appendix L

The Project is subject to Riverside County Airport Land Use Commission (ALUC) review. The ALUC has reviewed and approved the Project subject to certain Conditions of Approval. Documentation is provided at Appendix L.

3.0 PROJECT DESCRIPTION

3.0 PROJECT DESCRIPTION

3.1 OVERVIEW

The Woodcrest Retail Center Project (Project) proposes the construction and operation of approximately 61,020 square feet of retail and restaurant uses within an approximately 9.42-acre gross (9.0-acre net) Project site. The Project site is located within the Lake Mathews/Woodcrest area of Riverside County. The Project site comprises current assessor parcel numbers (APNs): 273-130-014, 273-130-019, 273-141-003, 273-141-004, 273-141-005, 273-141-006, and 273-141-007.[1] The Project site location is presented at Figure 3.1-1.

The Project is anticipated to be constructed and occupied by 2027 (the Project Opening Year). For purposes of this EIR analysis, Project facilities are assumed to operate continuously, 24 hours per day, 7 days per week. This 24/7 operational assumption is used solely for analytical purposes. Should the County restrict the Project's operating days or hours through conditions of approval or conditional use permit (CUP) requirements, the resulting impacts would be less than those evaluated in this EIR.

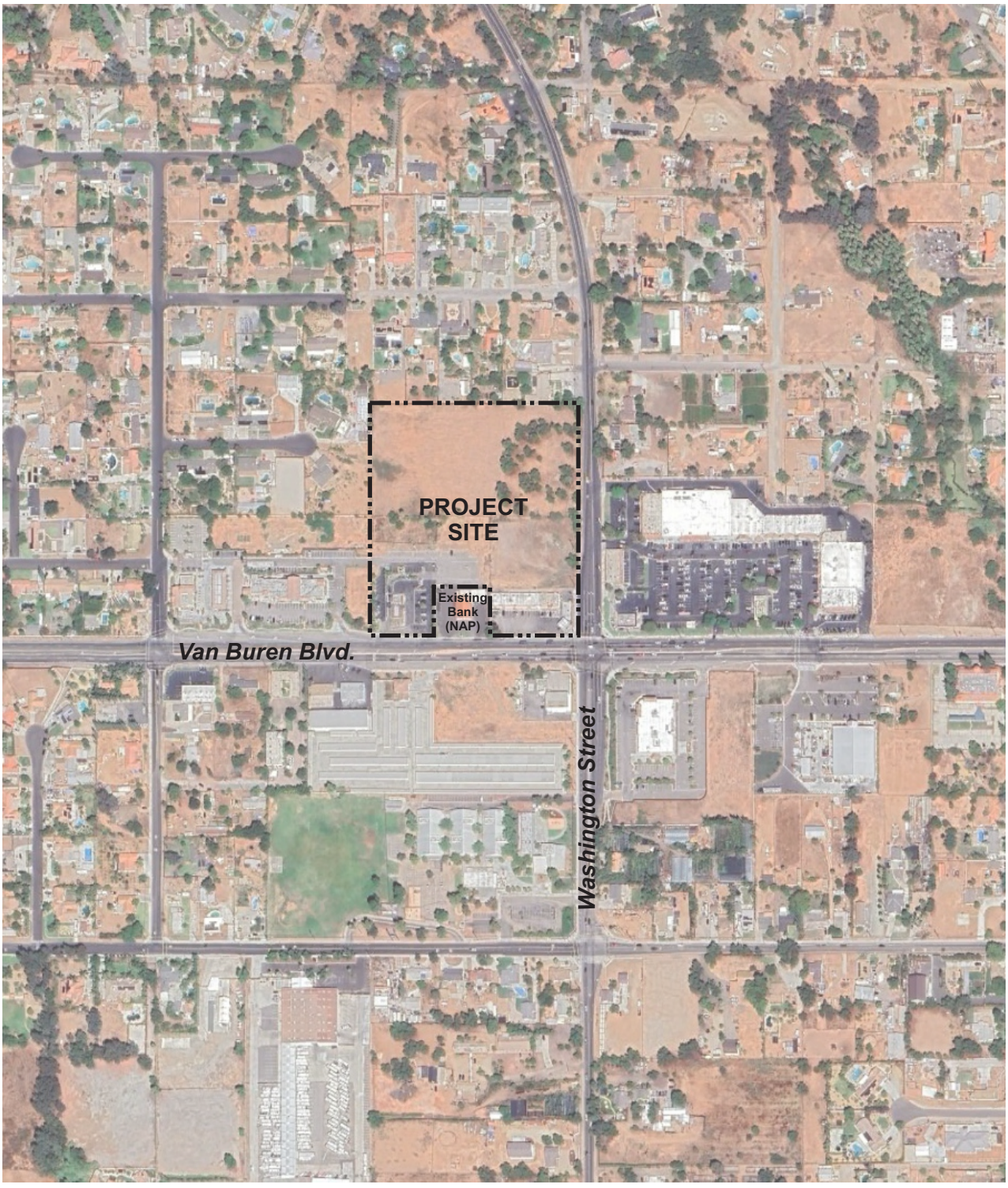
This EIR evaluates two potential Project development scenarios, described in greater detail subsequently within this Section. These scenarios, the Base development scenario and the "Parcel 1 Option" development scenario, reflect the Applicant's vision for potential development of the site.

[1] The "Valley Bank" parcel (APN-273-141-008, located along the Project's southern boundary) is currently indicated as "Not-A-Part" of the Project. For the purposes of the EIR analysis, this parcel (APN-273-141-008) is assumed to be redeveloped under a separate application as a future "related development."

For purposes of the EIR analysis, the Base development scenario is evaluated as the reasonably foreseeable, maximum-impact development scenario for environmental effects. In this regard, where environmental effects may be notably different in type or scope, the Base development scenario would generate the greatest potential impacts. That is, while both development scenarios include a mix of retail commercial uses including a grocery store, shops, and fast-food drive-through uses, there are certain environmental effects unique to the Base development scenario that would not occur under the Parcel 1 Option. Specifically, the Base development scenario includes a retail gas station, which could result in site-specific effects associated with fuel dispensing and related equipment. These effects include stationary- and mobile-source emissions, hazardous emissions and hazardous materials considerations, and other gas station-specific operational effects. The applicable EIR Sections address these effects separately, and the appended technical analyses provide further detail. In all other respects, environmental impacts of either development scenario would not be substantially different in type or scope.

By evaluating the Base development scenario, the EIR considers the full reasonably foreseeable scope and range of potential Project environmental impacts. If the Applicant ultimately pursues the Parcel 1 Option development scenario, the EIR analyses demonstrate that the Parcel 1 Option would not result in environmental impacts beyond those already evaluated and addressed for the Base development scenario. The inclusion of the Parcel 1 Option therefore provides additional analysis of a reduced-impact development alternative; it does not constitute a change in the Project description or an effort to defer environmental review.

Through final design and development review, the County would verify that the final Project design, site configuration, and operational characteristics remain within the parameters evaluated in the EIR and would not result in impacts materially different from, or greater than, those analyzed and disclosed herein.



N

NOT TO SCALE

Source: Google Earth; Applied Planning, Inc.

applied planning inc

Figure 3.1-1
Project Location

3.2 EXISTING LAND USES

The Project site and vicinity land uses are summarized below.

3.2.1 Project Site

Existing Project site land uses are listed at Table 3.2-1. A parcel map correlating with the listed APNs is presented at Figure 3.2-1. Representative photos of the Project site and vicinity properties are presented at Figures 3.2-2, 3.2-3.

Table 3.2-1
Existing Project Site Land Uses

Assessor Parcel Number (APN)	Area (Acres)	Existing Land Use
273-130-014	2.33	Vacant and Undeveloped.
273-130-019	2.58	Vacant and Undeveloped.
273-141-003	1.30	Vacant and Undeveloped.
273-141-004	0.82	In-Line Shops and 7-Eleven w/Gas Station (7-11 @ 2,400 s.f.; bike store @ 2,400 s.f., smoke shop @ 1,200 s.f., nail shop @ 1,200 s.f., fish taco shop @ 1,200 s.f.). *Note: All existing facilities on this parcel will be demolished.*
273-141-005	0.52	Farmer Boys Fast Food Restaurant (approx. 2,640 s.f.)
273-141-006	0.89	Vacant/Surface Parking Areas.
273-141-007	0.98	Vacant/Surface Parking Areas.
	Total: 9.42 Acres (Gross)*	

Sources: Riverside County - Map My County; Woodcrest Retail Center Site Development Concept-March 2025, Project Applicant.
Note: * Total based on available APN data. ALTA Survey calculates the total site at 9.31 gross acres.



N

NOT TO SCALE

Source: Google Earth; Applied Planning, Inc.

applied planning inc

Figure 3.2-1
Project Parcel Map









Source: Converse Consultants

Figure 3.2-2
Site Photos









Source: Converse Consultants

applied planning inc

Figure 3.2-3
Site Photos

3.2.2 Vicinity Properties

Existing land uses of vicinity properties are described below.

North: Properties are developed with single-family residences along the northwest Project site boundary. Northeast of, and adjacent to, the Project site is the Woodcrest Montessori Education Center.

South: South of the Project site, across Van Buren Boulevard, properties are developed with commercial uses or are vacant and undeveloped.

West: West of the Project site, properties are developed with single-family residences and commercial uses.

East: East of the Project site, across Washington Street, properties are developed with commercial uses (including an existing Stater Bros. grocery store [Store No. 80]) and single-family residences.

The Project does not propose facilities or operations that would alter vicinity land uses.[2]

3.3 EXISTING AND PROPOSED LAND USE DESIGNATIONS

3.3.1 General Plan, Area Plan, and Zoning Overview

The County of Riverside General Plan (General Plan) and associated Area Plans guide land use and planning throughout the County of Riverside (County). The General Plan establishes policies and land use plans applicable to all unincorporated County areas. The subordinate Area Plans establish focused policies and land use plans responding to specific aspects and attributes of localized County regions.

[2] The Project would accommodate relocation of the existing Stater Bros. grocery store (Store No. 80) within the Project site. Proposed site of the relocated store is identified as Project Parcel 6 "Market Use."

Countywide land use policies and land use plans are presented at General Plan Chapter 3, *Land Use Element*. Focused policies and land use plans, including various localized Overlays, Policy Areas, and Specific Plans are found in the individual Area Plans. The Project site is located within the Lake Mathews/Woodcrest Area Plan (Area Plan).

County Ordinance 348 (Zoning Ordinance) implements the General Plan Land Use Plan in a manner that promotes compatible land use relationships and minimizes potential land use conflicts. The Zoning Ordinance establishes various Zoning Districts and intent of each District; identifies a range of uses that are permitted or conditionally permitted within each District; and articulates procedures and development standards that regulate land uses and development within each District.

3.3.2 Existing and Proposed General Plan Land Use and Zoning Designations

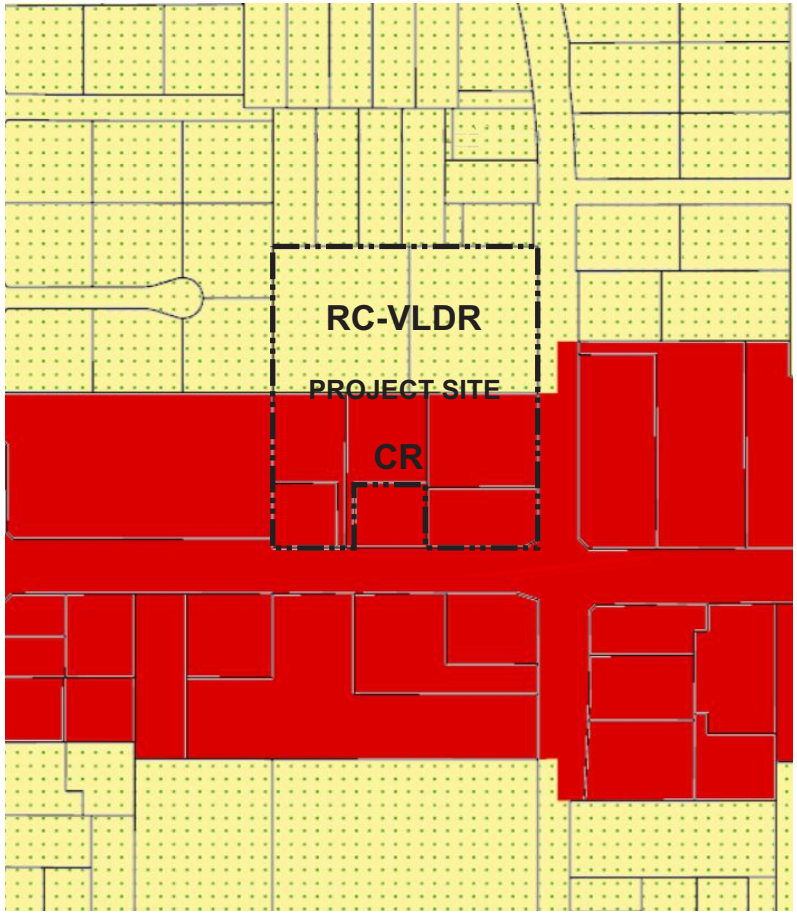
Existing and proposed General Plan Land Use and Zoning designations for the Project site are summarized at Table 3.3-1.[3] Existing and proposed General Plan Land Use Designations are illustrated at Figure 3.3-1. Existing and proposed Zoning Designations are illustrated at Figure 3.3-2.

Table 3.3-1
Existing and Proposed
General Plan Land Use and Zoning Designations

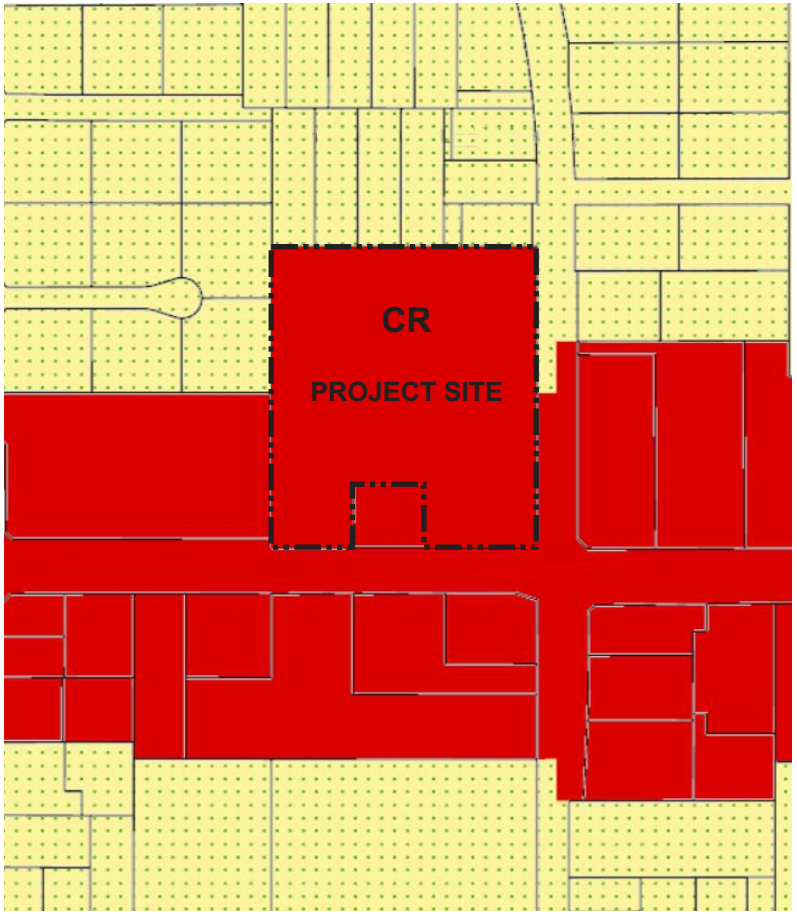
	Existing		Proposed	
APN	**General Plan Land Use**	**Zoning**	**General Plan Land Use**	**Zoning**
273-130-014	RC-VLDR (Rural Community - Very Low Density Residential)	A-1-1 (Light Agricultural – 1 Acre Minimum Lot Size)	CR	C-P-S
273-130-019	RC-VLDR	A-1-1	CR	C-P-S
273-141-003	CR (Commercial Retail)	C-P-S (Scenic Highway Commercial)	CR	C-P-S
273-141-004	CR	C-P-S	CR	C-P-S
273-141-005	CR	C-P-S	CR	C-P-S
273-141-006	CR	C-P-S	CR	C-P-S
273-141-007	CR	C-P-S	CR	C-P-S

Sources: County of Riverside General Plan; Lake Mathews/Woodcrest Area Plan; Woodcrest Retail Center Site Plan Concept, March 2025.
Notes: The Project site is not subject to and would not affect any local Area Plan Overlay, Policy Area, or Specific Plan Designation(s).

[3] Unless otherwise noted, General Plan Land Use and Area Plan Land Use designations are consistent.



EXISTING



PROPOSED

LEGEND

- RC-VLDR Rural Community - Very Low Density Residential
- CR Commercial Retail

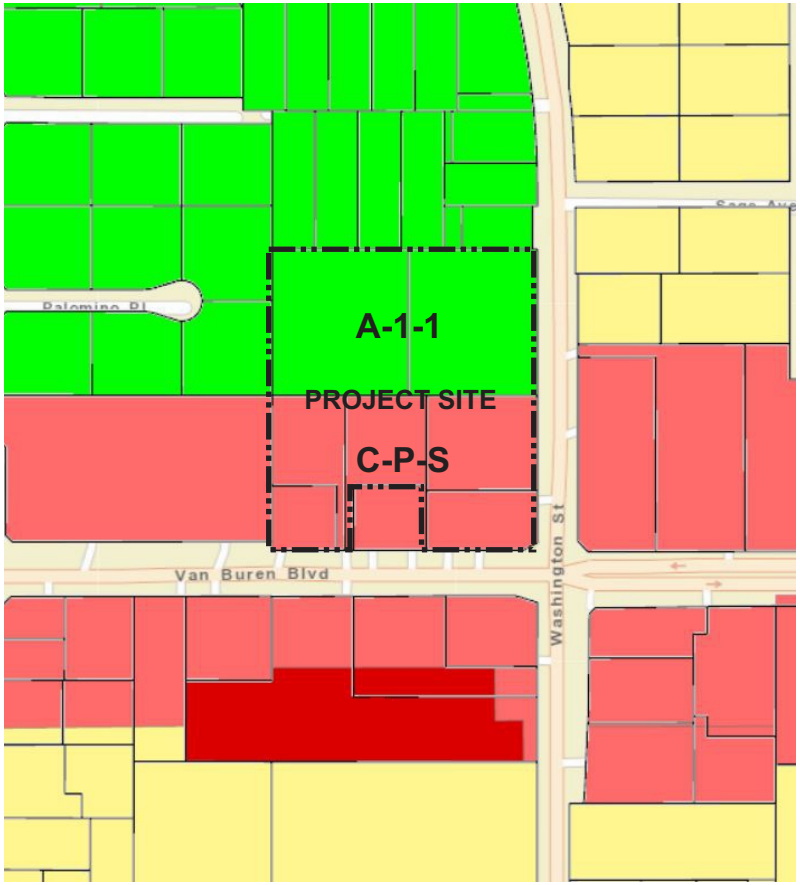
N

NOT TO SCALE

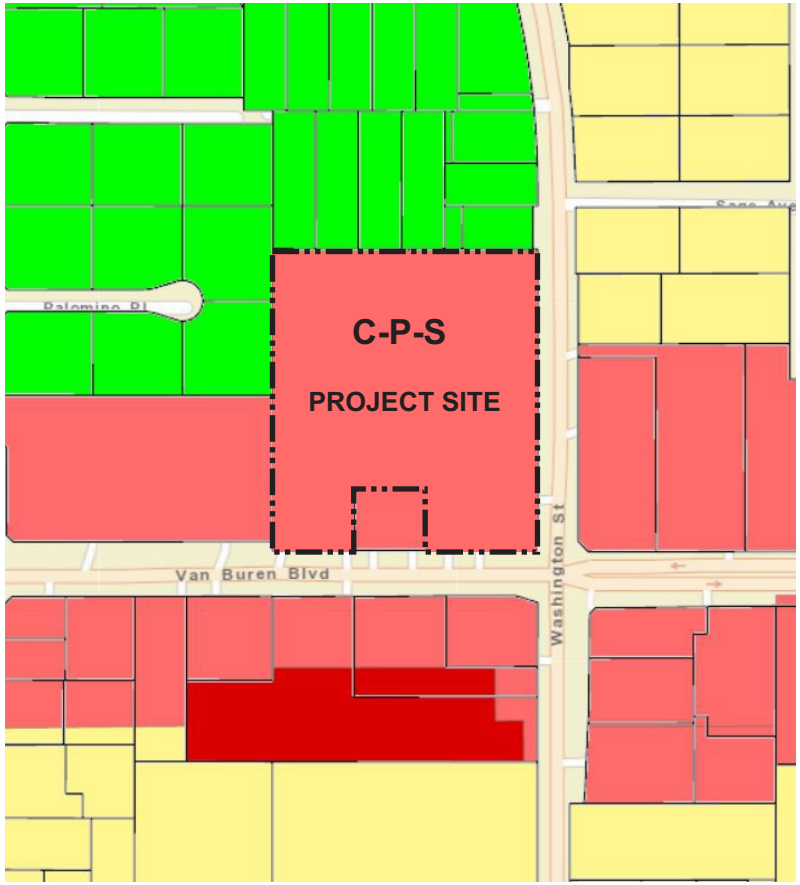
Source: County of Riverside General Plan - Map My County; Applied Planning, Inc.

applied planning inc

Figure 3.3-1
Existing and Proposed General Plan Land Use



EXISTING



PROPOSED

N

NOT TO SCALE

Source: County of Riverside General Plan - Map My County; Applied Planning, Inc.

applied planning inc

Figure 3.3-2
Existing and Proposed Zoning

As indicated at Table 3.3-1, existing General Plan Land Use designations of the Project site are "Rural Community - Very Low Density Residential" and "Commercial Retail." Existing Zoning designations of the Project site are "A-1-1" (Light Agricultural - 1 Acre Minimum Lot Size) and "C-P-S" (Scenic Highway Commercial).

To allow for the Project, the entire Project site would be designated as a Commercial Retail Land Use under the General Plan and Area Plan. As described in the General Plan, "[t]he Commercial Retail land use designation allows for the development of commercial retail uses at a neighborhood, community and regional level, as well as for professional office and tourist-oriented commercial uses" (General Plan, p. LU-60). The Project retail and restaurant uses are allowed under the proposed General Plan/Area Plan Commercial Retail Land Use designation.[4] County General Plan documents, including the General Plan Land Use Element and Lake Mathews/Woodcrest Area Plan, can be accessed at: https://planning.rctlma.org/riverside-county-general-plan.

To allow for the Project, APNs 273-130-014 and 273-130-019 would be rezoned from A-1-1 (Light Agricultural – 1 Acre Minimum Lot Size) to C-P-S (Scenic Highway Commercial). This would bring these zoning designations into consistency with the proposed underlying CR (Commercial Retail) General Plan Land Use designation, and would permit or conditionally permit development of these parcels with the commercial/retail uses proposed by the Project.

The remainder of the Project site is currently zoned C-P-S. This zoning is consistent with the existing underlying CR (Commercial Retail) General Plan Land Use, and would permit or conditionally permit commercial/retail uses proposed by the Project. The Project does not propose or require amendment of any off-site land use designations.

[4] To allow for the Project, the County has previously approved a Foundational Component Plan General Plan Amendment for the Project site. The Amendment redesignated affected portions of the Project site from Rural Community - Very Low Density Residential (RC-VLDR) and Community Development - Commercial Retail (CD-CR) to Community Development - Commercial Retail (CD-CR).

The County Zoning Ordinance (Ordinance 348) can be accessed at: https://planning.rctlma.org/sites/g/files/aldnop416/files/2023-06/Ord348-04-28-2023-FINAL.pdf. For a list of permitted or conditional permitted uses in the CPS Zoning District see: Riverside County Ordinance 348, Article IXb (C-P-S Zone), Section 9.50. *Uses Permitted*.

3.4 PROJECT ELEMENTS

3.4.1 Site Preparation and Construction

Site preparation and construction activities necessary to implement the Project are summarized at Table 3.4-1, and discussed subsequently.

Table 3.4-1
Project Site Preparation and Construction Activities

Construction Activity	Start Date	End Date	Days
Demolition	1/1/2026	1/29/2026	20
Site Preparation	1/30/2026	2/13/2026	10
Grading	2/14/2026	3/13/2026	20
Building Construction	3/16/2026	1/29/2027	230
Paving	1/4/2027	1/29/2027	20
Architectural Coating	1/4/2027	1/29/2027	20

Source: *Woodcrest Retail Center Air Quality Analysis* (Urban Crossroads, Inc.) April 7, 2026.

Note: The construction schedule utilized here represents a "conservative" analysis scenario. That is, should construction occur any time after the assumed dates, construction emissions would be reduced when compared to the levels presented here. This is due to the decrease in emission factors for construction equipment over time, and increasing stringency in emissions regulations. As shown in the CalEEMod User's Guide Version 2022, Appendix G "Table G-11. Statewide Average Annual Offroad Equipment Emission Factors" as the analysis year increases, emission factors for the same equipment pieces decrease due to the natural turnover of older equipment being replaced by newer less polluting equipment and new regulatory requirements.

3.4.1.1 Demolition

Portions of the Project site are currently developed with existing uses/structures. Demolition of these structures would generate approximately 1,386 tons of debris. As required by the County, the Project Applicant would be required to recycle, reuse, compost, and/or salvage a minimum of 65% by weight of the material and/or waste generated on site. Based on the requirement for the Project to recycle, reuse, compost, and/or salvage 65% of the Project demolition debris, the net debris generated by Project demolition activities would total 485.1 tons. Demolished material will be hauled off-site.

For the purposes of analysis, 1,386 tons[5] of demolition material was modeled as a conservative estimate (EIR Appendix Air Quality Impact Analysis (Project AQIA, pp. 28, 29).

3.4.1.2 Grading

Project grading is anticipated to occur over a period of approximately 20 days. Dust is typically a major concern during grading activities. Because such emissions are not amenable to collection and discharge through a controlled source, they are called "fugitive emissions." Fugitive dust emissions rates vary as a function of many parameters (soil silt, soil moisture, wind speed, area disturbed, number of vehicles, depth of disturbance or excavation, etc.). CalEEMod was utilized to calculate fugitive dust emissions resulting from this phase of activity. Based on Project specific grading plan, the Project would require approximately 6,741 cubic yards of export for earthwork activities (Project AQIA, p. 29).

3.4.1.3 Construction, Paving and Architectural Coating

Effects of building construction including site paving and architectural coating evaluated in the EIR considers both the Base and Parcel 1 Option scenarios.

The EIR analyses also considered the potential effects of off-site utility and infrastructure improvements. That is, to support the development of the Project, off-site improvements will be made. Washington Street and Van Buren Boulevard (along the Project site's east and south boundaries, respectively) will be improved in accordance with County specifications. Additionally, public utility systems, including water and sanitary sewer, will be modified or extended to serve the Project facilities. These modifications may include, but are not limited to, new service connections, localized improvements, and/or realignment of existing service and distribution lines. Off-site construction activities are

[5] The Project would require the demolition of approximately 8,400 sf of existing buildings and general site clearing (removal of surface debris, trees, vegetation). Using FEMA's General Building Debris Formula [8,400 sf (building area) x 20 ft (assumed average building height x 0.33 (to account for air space)/27], demolition of existing buildings is expected to generate 2,053 CY building debris. Applying a 50% contingency factor for general site removal debris, the Project demolition and site clearing would generate up to 3,080 CY of debris. Assuming a maximum mixed construction/demolition factor in California of 0.45 tons/CY, the total potential weight of construction debris is estimated to be 1,386 tons of debris.

anticipated to be spread across multiple locations throughout the construction period, rather than occurring at a single site for its entirety. The impacts associated with these off-site activities are not expected to exceed those identified for the primary Project construction, as physical constraints in the off-site areas will limit the extent of activity. Please refer also to analyses presented at AQIA Section 4.4.1 *Construction Activities*.

3.4.2 Development Concept

Table 3.4-2 summarizes the Project land uses and development scope. The Project Site Plan Development Concept is presented at Figure 3.4-1. The Project proposes a Base development scenario, and a "Parcel 1 Option" development scenario. Under the Base development scenario, Parcel 1 would be developed with a convenience store/retail gas station. Under the Parcel 1 Option, it would be developed with retail/restaurant uses. Under either development concept, the remainder of the Project site (Parcels 2 – 6) would be developed with a supermarket, shops, and restaurant uses as illustrated at Figure 3.4-1. For the purposes of analysis, the Project (under both the Base and Option 1 scenarios) is assumed to be developed in a single phase.

Table 3.4-2
Project Development Concept

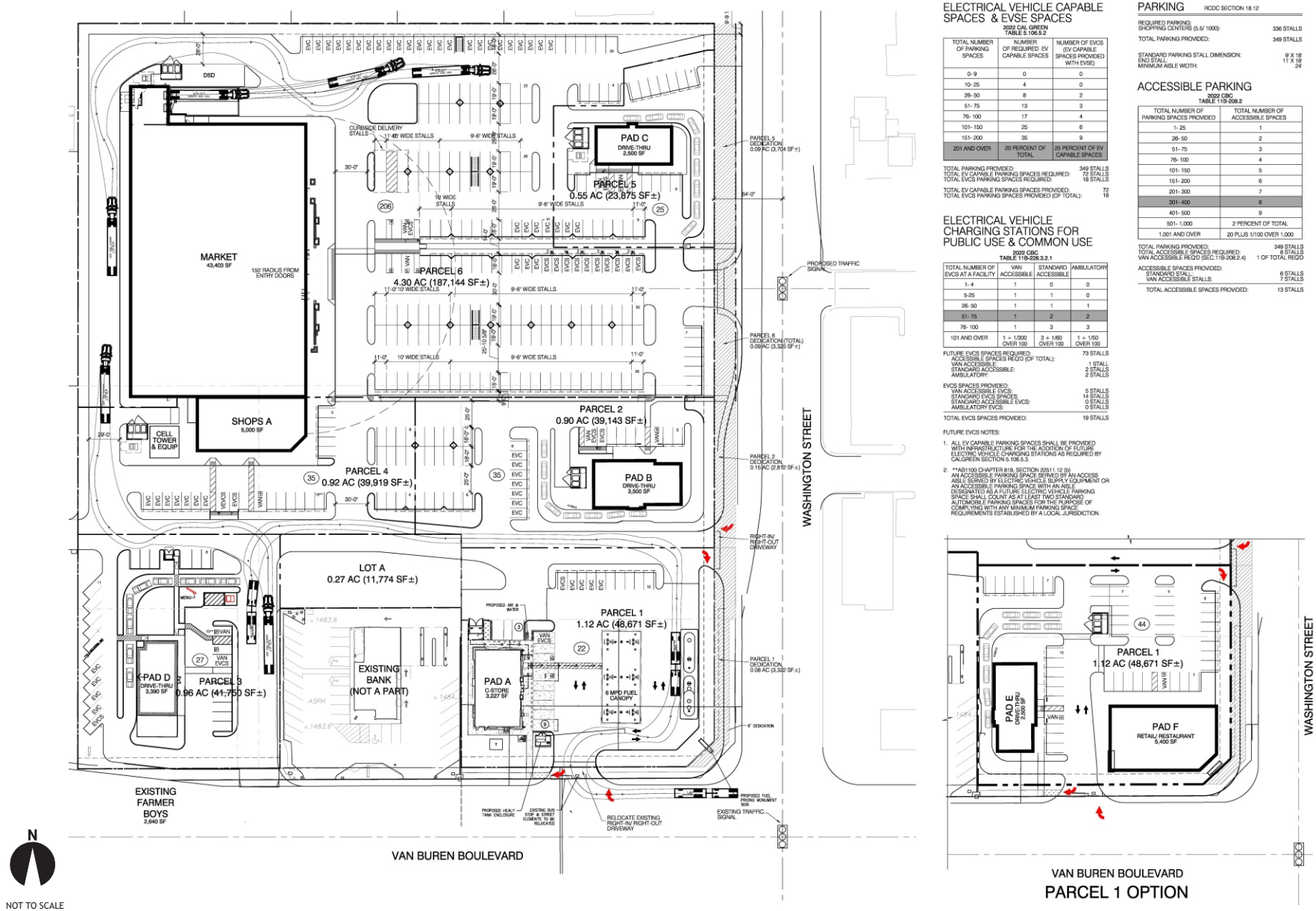
Site Plan Designation		Use(s)	Building Area
Parcel 1	Pad A	Convenience Store w/Retail Gas Station	3,227 sf store w/6 Multi-Product Dispenser (MPD) Fuel Canopy (12 fuel points)
Parcel 1 Option	Pad E	Drive-Through Restaurant	2,500 sf
	Pad F	Retail/Sit-Down Restaurant	5,400 sf
Parcel 2	Pad B	Drive-Through Restaurant	3,500 sf
Parcel 3	Pad D	Drive-Through Restaurant (Farmer Boys)	3,390 sf
Parcel 4	Shops A	Retail *	5,000 sf
Parcel 5	Pad C	Drive-Through Restaurant	2,500 sf
Parcel 6	Market	Grocery Store (Stater Bros.)	43,403 sf
Lot A	---	Drainage/Stormwater Management	---
TOTAL PROJECT (Base)			**61,020 Square Feet**
TOTAL PROJECT (Parcel 1 Option)			**65,693 Square Feet**

Source: Woodcrest Retail Center Site Plan Concept, March 2025.
Notes: *A proposed wireless communications antenna would be located within Parcel 4.

Specific facilities designs are not available at this concept stage of the Project, and to provide individual use/design-specific analyses would be speculative. However, the Project building footprints and site design layouts conform to standard prototype designs for each use. The prototype(s) provide empirically grounded starting points and to evaluate whether the Project site can reasonably accommodate the proposed uses, and to then model and evaluate the potential environmental effects of those uses. It is not the intent of this EIR to provide detailed analysis of each individual use. However, attributes of the Project uses that contribute to environmental effects are considered and addressed. For example, the EIR AQIA includes analysis of air quality impacts that could result from all on-site queuing associated with the Project drive-throughs and the Project gas station. The EIR Noise and Vibration Analysis evaluates aggregate effects of all on-site noise sources including: loading dock activity, truck movements, trash enclosure activity, roof-top air conditioning units, drive-thru speakerphones, parking lot vehicle movements, and gas station activity. The EIR substantiates that all Project environmental impacts would be less than significant or less than significant as mitigated.

Additionally, use-specific conditions may be applied to facilities of potential concern to the Lead Agency and local community. These conditions would further reduce environmental effects already considered and addressed in this EIR.

All final Project designs and improvements would be required to conform to standards presented at Riverside County Ordinance 348, Article IXb (C-P-S Zone), Section 9.53. Development Standards, District 2 Design Guidelines, and Countywide Design Guidelines. This mandated conformance promotes individual facilities designs that do not substantially contribute to potentially adverse effects.



ELECTRICAL VEHICLE CAPABLE SPACES & EVSE SPACES

2022 CAL GREEN
TABLE 5.106.5.2

TOTAL NUMBER OF PARKING SPACES	NUMBER OF REQUIRED EV CAPABLE SPACES	NUMBER OF EVCS (EV CAPABLE SPACES PROVIDED WITH EVSE)
0- 9	0	0
10- 25	4	0
26- 50	8	2
51- 75	13	3
76- 100	17	4
101- 150	25	6
151- 200	35	9
201 AND OVER	20 PERCENT OF TOTAL	25 PERCENT OF EV CAPABLE SPACES

TOTAL PARKING PROVIDED: 349 STALLS
TOTAL EV CAPABLE PARKING SPACES REQUIRED: 72 STALLS
TOTAL EVCS PARKING SPACES REQUIRED: 18 STALLS

TOTAL EV CAPABLE PARKING SPACES PROVIDED: 72
TOTAL EVCS PARKING SPACES PROVIDED (OF TOTAL): 18

ELECTRICAL VEHICLE CHARGING STATIONS FOR PUBLIC USE & COMMON USE

2022 CBC
TABLE 11B-228.3.2.1

TOTAL NUMBER OF EVCS AT A FACILITY	VAN ACCESSIBLE	STANDARD ACCESSIBLE	AMBULATORY
1- 4	1	0	0
5-25	1	1	0
26- 50	1	1	1
51- 75	1	2	2
76- 100	1	3	3
101 AND OVER	1 + 1/300 OVER 100	3 + 1/60 OVER 100	1 + 1/50 OVER 100

FUTURE EVCS SPACES REQUIRED: 73 STALLS
ACCESSIBLE SPACES REQ'D (OF TOTAL): 1 STALL
VAN ACCESSIBLE: 2 STALLS
STANDARD ACCESSIBLE: 2 STALLS
AMBULATORY: 2 STALLS

EVCS SPACES PROVIDED:
VAN ACCESSIBLE EVCS: 5 STALLS
STANDARD EVCS SPACES: 14 STALLS
STANDARD ACCESSIBLE EVCS: 0 STALLS
AMBULATORY EVCS: 0 STALLS

TOTAL EVCS SPACES PROVIDED: 19 STALLS

FUTURE EVCS NOTES:

1. ALL EV CAPABLE PARKING SPACES SHALL BE PROVIDED WITH INFRASTRUCTURE FOR THE ADDITION OF FUTURE ELECTRIC VEHICLE CHARGING STATIONS AS REQUIRED BY CALGREEN SECTION 5.106.5.3.
2. **AB1100 CHAPTER 819, SECTION 22511.12 (b) AN ACCESSIBLE PARKING SPACE SERVED BY AN ACCESS AISLE SERVED BY ELECTRIC VEHICLE SUPPLY EQUIPMENT OR AN ACCESSIBLE PARKING SPACE WITH AN AISLE DESIGNATED AS A FUTURE ELECTRIC VEHICLE PARKING SPACE SHALL COUNT AS AT LEAST TWO STANDARD AUTOMOBILE PARKING SPACES FOR THE PURPOSE OF COMPLYING WITH ANY MINIMUM PARKING SPACE REQUIREMENTS ESTABLISHED BY A LOCAL JURISDICTION.

PARKING

RCDC SECTION 18.12

REQUIRED PARKING:
SHOPPING CENTERS (5.5/ 1000): 336 STALLS
TOTAL PARKING PROVIDED: 349 STALLS

STANDARD PARKING STALL DIMENSION: 9' X 18'
END STALL: 11' X 18'
MINIMUM AISLE WIDTH: 24'

ACCESSIBLE PARKING

2022 CBC
TABLE 11B-208.2

TOTAL NUMBER OF PARKING SPACES PROVIDED	TOTAL NUMBER OF ACCESSIBLE SPACES
1- 25	1
26- 50	2
51- 75	3
76- 100	4
101- 150	5
151- 200	6
201- 300	7
301- 400	8
401- 500	9
501- 1,000	2 PERCENT OF TOTAL
1,001 AND OVER	20 PLUS 1/100 OVER 1,000

TOTAL PARKING PROVIDED: 349 STALLS
TOTAL ACCESSIBLE SPACES REQUIRED: 8 STALLS
VAN ACCESSIBLE REQ'D (SEC.11B-208.2.4) 1 OF TOTAL REQ'D

ACCESSIBLE SPACES PROVIDED:
STANDARD STALL: 6 STALLS
VAN ACCESSIBLE STALLS: 7 STALLS

TOTAL ACCESSIBLE SPACES PROVIDED: 13 STALLS

PARCEL 1 OPTION

NOT TO SCALE

Source: GK Pierce Architects (3/24/25)

Figure 3.4-1
Site Plan Concept

3.4.3 Architectural Design Concepts

Representative architectural elevations and rendered perspectives of the Project buildings are presented at Figure 3.4-2. Generally, Project design concepts reflect contemporary commercial architectural styles evidencing articulated surfaces and roof lines, and employ varied exterior finish materials. All final Project designs and improvements would be required to conform to standards presented at Riverside County Ordinance 348, Article IXb (C-P-S Zone), Section 9.53. *Development Standards, District 2 Design Guidelines, and Countywide Design Guidelines.*[6]

3.4.4 Access and Circulation

Access to the Project site would be provided by driveways connecting east to Washington Street, and driveways connecting south to Van Buren Boulevard. The main Project driveway access to Washington Street would be signalized. All other Project driveways would be STOP-controlled. As part of the Project, Washington Street and Van Buren Boulevard (along the Project site's east and south boundaries, respectively) would be improved to specifications required by the County.

[6] See also:

- Riverside County Ordinance 348: https://planning.rctlma.org/sites/g/files/aldnop416/files/2023-06/Ord348-04-28-2023-FINAL.pdf
- District 2 Design Guidelines: https://planning.rctlma.org/sites/g/files/aldnop416/files/migrated/Portals-14-devproc-guidelines-second-district-second-dist-dguide.pdf
- Countywide Design Guidelines: https://planning.rctlma.org/countywide-design-standards-guidelines



Source: Stater Bros. Development Inc.

Figure 3.4-2
Stater Bros. Preliminary Design Concept

3.4.5 Construction Traffic Management Plan

Temporary and short-term traffic detours and traffic disruptions could result during Project construction activities including implementation of access and circulation improvements noted above. Accordingly, the Project Applicant would be responsible for the preparation and submittal of a construction area traffic management plan (Plan) to be reviewed and approved by the County. Typical elements and information incorporated in the Plan would include but would not be limited to:

- **Name of on-site construction superintendent and contact phone number**.

- **Identification of Construction Contract Responsibilities** - For example, for excavation and grading activities, describe the approximate depth of excavation, and quantity of soil import/export (if any).

- **Identification and Description of Truck Routes** - to include the number of trucks and their staging location(s) (if any).

- **Identification and Description of Material Storage Locations** (if any).

- **Location and Description of Construction Trailer** (if any).

- **Identification and Description of Traffic Controls** - Traffic controls shall be provided per the Manual of Uniform Traffic Control Devices (MUTCD) if the occupation or closure of any traffic lanes, parking lanes, parkways or any other public right-of-way is required. If the right-of-way occupation requires configurations or controls not identified in the MUTCD, a separate traffic control plan must be submitted to the County for review and approval. All right-of-way encroachments would require permitting through the County.

- **Identification and Description of Parking** - Estimate the number of workers and identify parking areas for their vehicles.

- **Identification and Description of Maintenance Measures** - Identify and describe measures taken to ensure that the work site and public right-of-way would be maintained (including dust control).

The Plan must be reviewed and approved by the County prior to the issuance of the building permit. The Plan and its requirements would also be required to be provided to all contractors as one component of building plan/contract document packages.

3.4.6 Landscaping

The Project would incorporate perimeter and interior landscaping and streetscape elements, acting to generally enhance the Project's visual qualities and screen potentially intrusive views. Project landscape and irrigation plans would be subject to County review and approval. The Project Landscape Concept is presented at Figure 3.4-3.

3.4.7 Lighting

All Project lighting would be designed and implemented consistent with applicable County requirements, and in a manner that precludes potential adverse effects of light overspill. The Project would be required to conform to County Ordinance No. 915, *Regulating Outdoor Lighting*. Project lighting plans would be subject to County review and approval.

3.4.8 Signs

Project signs would be required to conform to County Ordinance 348, Article XIX, *Advertising Regulations*. Project signs, to include sign content, sign design, and sign locations would be subject to County review and approval. The Applicant has submitted a preliminary sign program for review and approval by the County.



PLANT PALETTE

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	WUCOLS
TREES				
	Juniperus virginiana 'Taylor	Taylor Eastern Cedar	24" Box	L
	Koelreuteria bipinnata	Chinese Flame Tree	24" Box	M
	Lagerstromia indica 'Muskogee'	Muskogee Crape Myrtle	24" Box	M
	Lophostemon confertus	Brisbane Box	24" Box	M
	Olea europaea 'Swan Hill'	Fruitless Olive	36" Box	L
	Pistacia chinensis	Chinese Pistache	24" Box	M
	Prunus cerasifera 'Purple Pony'	Cherry Plum	24" Box	M
	Quercus agrifolia	Coast Live Oak	24" Box	L
	Vitex agnus-catus	Chaste Tree	24" Box	L

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	AVERAGE SPACING	WUCOLS
SHRUBS					
	Artemisia 'Powis Castle'	Wormwood	5 Gal	4'	L
	Callistemon citrinus 'Little John'	Little John Bottlebrush	5 Gal	4'	L
	Cistus x purpureus	Orchid Rockrose	5 Gal	4'	L
	Hesperaloe parviflora 'Perpa'	Brakelights Red Yucca	1 Gal	2'	L
	Lavandula augustifolia 'Hidcote'	Hidcote English Lavender	1 Gal	2'	L
	Lantana montevidensis	Trailing Purple Lantana	5 Gal	5'	L
	Leucophyllum frutescens 'Compacta'	Compact Texas Ranger	5 Gal	4'	L
	Myoporum parvifolium	Creeping Myoporum	1 Gal	5'	L
	Rhaphiolepis indica 'Clara'	Clara Indian Hawthorne	5 Gal	4'	M
	Salvia clevelandii 'Winnifred Gilman'	Cleveland Sage	5 Gal	4'	L
	Salvia leucantha 'Santa Barbara'	Mexican Sage	5 Gal	3'	L
	Rhamnus californica 'Mound San Bruno'	Coffeeberry	5 Gal	5'	L
	Westringia fruticosum cvrs.	Coast Rosemary	5 Gal	3'	L
	Coprosma repens 'Marble Queen'	Variegated Mirror Plant	5 Gal	4'	M
	Ligustrum japonicum 'Texanum'	Texas Privet	5 Gal	3'	M
	Liriope muscari	Big Blue Lily Turf	1 Gal	2'	M
	Pittosporum tobira	Mock Orange	5 Gal	4'	M
VINES					
	Parthenocissus tricuspidata	Boston Ivy	15 Gal		M
	Trachelospermum jasiminoides	Star Jasmine	15 Gal on trellis		M
INFILTRATION/BIODETENTION AREAS					
	Carex pansa	California Meadow Sedge	1 Gal @ 18" O.C.		M
	Muhlenbergia rigens	Deer Grass	1 Gal @ 36" O.C.		L
	Juncus patens	California Gray Rush	1 Gal @ 18" O.C.		M

HARDSCAPE LEGEND

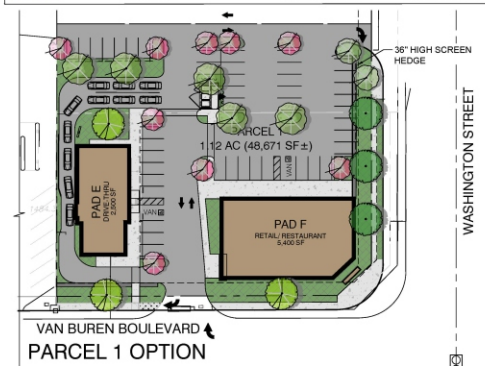
SYMBOL	MATERIAL
	NATURAL GREY CONCRETE MEDIUM BROOM FINISH

LANDSCAPE CALCULATIONS:

SITE AREA (GROSS): 417,326 SF (EXCLUDES ROW)
LANDSCAPE AREA: 70,605 SF
LANDSCAPE PERCENTAGE: 17 %
PARKING LOT AREA: 216,827 SF
PARKING LOT LANDSCAPE AREA: 25,413 SF
PARKING LOT LANDSCAPE PERCENTAGE: 11.7%

LANDSCAPE NOTES

1. LANDSCAPE PLANS AND INSTALLATIONS SHALL COMPLY WITH THE COUNTY OF RIVERSIDE ZONING CODE AND CITY ORDINANCES AS APPLY TO PLANTING DESIGN AND IRRIGATION.
2. VINES OR OTHER LANDSCAPE SCREENING SHALL BE PLANTED AROUND TRASH ENCLOSURES.
3. LANDSCAPE SCREENING SHALL BE PROVIDED FOR ANY ABOVE GROUND UTILITY EQUIPMENT WHILE NOT RESTRICTING ACCESS.
4. LANDSCAPE ASSOCIATED WITH THIS DEVELOPMENT (ONSITE AND OFFSITE (ROW)) SHALL BE PERMANENTLY MAINTAINED YEAR ROUND BY THE DEVELOPER OR HIS SUCCESSORS.
5. PLANT SPECIES HEREIN MAY BE ADDED OR REMOVED DURING THE CONSTRUCTION DOCUMENT PHASE SUBJECT TO APPROVAL BY THE COUNTY OF RIVERSIDE.
6. NO TREES OR SHRUBS OVER 12" HIGH SHALL OCCUR WITHIN SITE LINE AREAS



PARCEL 1 OPTION

Source: GK Pierce Architects (7/13/26)

appliedplanning inc

Figure 3.4-3
Landscape Concept

3.4.9 Parking

Project parking would include standard parking stalls, accessible stalls, van accessible stalls, and ambulatory electric vehicle charging stations (EVCS). In addition to passenger car parking areas, loading and unloading areas for trucks would be provided. All Project parking areas, parking assignments, and design of parking areas would be required to conform to requirements and criteria presented at County Ordinance 348, Section 18.12. *Off-Street Vehicle Parking*. Parking would also be required to comply with incumbent CalGreen EV Parking standards.[7]

3.4.10 Utilities

Serving public utility systems, including water and sanitary sewer systems would be modified or extended to serve the Project facilities. Such modifications may include, but are not limited to, new service connections, localized improvement and/or realignment of existing service/distribution lines. Utilities systems available to the Project site and proposed connections to, and improvement/modification of utilities systems are summarized below. All Project utilities improvements and utilities connections would be subject to County and purveyor review and approval.

3.4.11 Water Supply and Delivery

Water service to the Project would be provided by the Western Municipal Water District (WMWD). The Project would connect to existing water lines located within adjacent Washington Street and/or within adjacent Van Buren Boulevard. All proposed connections to water lines, and proposed water line realignments and modifications would conform to WMWD standards and requirements, and would be subject to review and approval by WMWD.

Prior to issuance of development permits, the Applicant would be required to obtain a conditional "Will-Serve" letter indicating availability of water supplies and water service to the Project. Provision of water service by WMWD would be contingent on the

[7] CalGreen EV parking requirements for non-residential projects are summarized at CalGreen Section 5.106.5.3 Electric vehicle (EV) charging. CalGreen 2025 standards and requirements can be accessed at: https://www.dgs.ca.gov/bsc/calgreen.

Applicant's compliance with WMWD rules and regulations. Additional WMWD requirements for water service may include plan check review and approval, facility construction, inspection, jurisdictional annexation, and payment of financial participation charges.

3.4.12 Wastewater Conveyance and Treatment

The Project site is located within the Van Buren Sewer Community Facilities District (CFD). The CFD is a joint County of Riverside/City of Riverside sewer service district developed to serve existing and new development along the Van Buren Boulevard corridor between King Avenue and Wood Street. The Project would connect to the CFD sewer main to be located within adjacent Van Buren Boulevard.[8] All proposed connections to sewer lines would be required to conform to CFD standards and requirements, and would be subject to review and approval by the CFD. It is anticipated that wastewater generated by the Project would be conveyed to and treated at the City of Riverside Regional Water Quality Control Plant (RWQCP). In this latter regard, the RWQCP is the principal treatment facility for sewered development in the City of Riverside and nearby unincorporated service areas, including the Project site. It is reasonable that wastewater from this Project, once connected to the Van Buren Boulevard sewer, would be conveyed to the RWQCP for treatment. Ultimate routing and capacity determinations would be made by the City of Riverside wastewater utility and engineering staff.

3.4.13 Stormwater Management System

The Project stormwater management system would provide for collection, treatment, and controlled release of developed stormwaters. All Project stormwater management system components would be designed, constructed, operated, and maintained consistent with criteria and standards presented in *Riverside County Stormwater Quality Best Management Practice Design Handbook* (Riverside County Flood Control and Water Conservation District) July 21, 2006 (and updates).

[8] The Project would connect to the sewer main to be located in Van Buren Boulevard as part of the Van Buren Boulevard Sewer Installation Project.

Stormwater runoff would be treated consistent with provisions of a Project-specific Water Quality Management Plan (WQMP). The Preliminary Project-specific Water Quality Management Plan (PWQMP) is provided at EIR Appendix K.[9] The Project Final WQMP would be required to conform with Santa Ana Regional Water Quality Control Board (SARWQCB) criteria and performance standards for projects located within the Middle Santa Ana Watershed Region of Riverside County. See also: https://rcwatershed.org/watersheds/middle-santa-ana-river-watershed/.

The Project would also implement construction stormwater management improvements and practices consistent with mandated Storm Water Pollution Prevention Plan (SWPPP) requirements as outlined under the California *General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities* (General Permit) Order No. 2009-0009-DWQ (and amendments). See also: https://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.html.

The Project PWQMP and Preliminary Hydrology Analysis summarize existing and proposed hydrologic conditions within the Project site, identify flow rates to be employed in the design of hydraulic features, and propose Low Impact Development (LID) Best Management Practices (BMPs) to control and minimize stormwater pollutant discharges over the life of the Project.

Under the Project stormwater management concept, surface drainage from the developed Project site would be detained on site, treated, and then conveyed via the on-site storm drain system south, discharging to the existing storm drain located in Van Buren Boulevard. The PWQMP and Hydrology Analysis demonstrate that drainage management areas within the Project have been designed and configured to detain the requisite Design Capture Volume (DCV). Specifically, per the Hydrology Analysis, the "proposed detention systems provide a combined detention storage volume of approximately 43,730 cubic feet, which exceeds the preliminary required detention

[9] See: *Preliminary Project Specific Water Quality Management Plan* (DRC Engineering, Inc.) Revised June 4, 2026 (Project PWQMP), EIR Appendix K.

volume of 40,220 cubic feet by approximately 3,510 cubic feet. Accordingly, the proposed detention concept provides sufficient storage capacity to demonstrate the feasibility of the proposed runoff mitigation strategy at this stage of design. Final detention routing calculations & outlet control sizing will be provided with the final hydrology report. See: Preliminary Hydrology Analysis Section V, *Preliminary Detention Feasibility Analysis* (n.p.).

Please refer also to discussions presented at EIR Section 4.10 *Hydrology and Water Quality* and within *Preliminary Project Specific Water Quality Management Plan* (DRC Engineering, Inc.) Revised June 4, 2026; and *Preliminary Hydrology Analysis For: Stater Bros. Relocation* (DRC Engineering, Inc.) June 4, 2026 (EIR Appendix K).

3.4.14 Dry Utilities Services/Infrastructure

Dry utilities comprise services/infrastructure other than water, sewer, and stormwater management. Dry utilities services systems and service purveyors available to the Project include:

- Natural gas (Southern California Gas Company, SoCalGas);
- Electricity (Southern California Edison, SCE); and
- Telecommunications (various private services).

The Project would connect to existing dry utilities services and infrastructure systems located within adjacent rights-of-way. All modification of, and connection to, existing services would be accomplished consistent with County and purveyor requirements.

To allow for, and facilitate Project construction activities, provision of temporary dry utilities services improvements may also be required. The scope of such temporary improvements are considered to be consistent with, and reflected within the total scope of development proposed by the Project. Similarly, impacts resulting from the provision of temporary services would not be substantially different from, or greater than, impacts resulting from development of the Project in total.

Municipal solid waste (MSW) collection and disposal services would be provided to the Project by Waste Management. MSW generated by the Project would be transported to the El Sobrante Landfill.

3.4.15 Energy Efficiency/Sustainability

The Project would be required to meet or surpass energy efficiency standards established under California Code Title 24, Part 6 (the California Energy Code) and California Green Building Standards Code (CALGreen; CCR, Title 24, Part 11) and updates. CALGreen standards promote design elements that have positive environmental impacts while encouraging sustainable construction practices. The Project would also be required to comply with energy efficiency/sustainability provisions of the County of Riverside Climate Action Plan Update, November 2019 (CAP Update).

3.4.16 Best Management Practices and Project Design Features

The following Best Management Practices (BMPs) and Project Design Features (PDFs) are incorporated in the Project as means of ensuring compliance with relevant environmental regulations, maximizing effectiveness of actions and operations, and further minimizing general environmental effects. Note here that none of the following comprise mitigation as defined under CEQA. The following actions would, however, act to preclude potential environmental effects or would further reduce already less-than-significant environmental impacts identified in this EIR. The Lead Agency will assure implementation of the following through Project Conditions of Approval or other means (e.g., permitting requirements). For ease of reference, these BMPs and Project Design Features are presented collectively at DEIR Table 1.12-1.

3.4.16.1 Hazards/Hazardous Materials BMPs

The Project Phase I ESA[10] concluded that the Project site is not adversely affected by any RECs that would warrant mitigation. The Phase ESA does, however, note existing conditions that contractors/developers should be aware of. These include:

[10] See: *Draft Phase I Environmental Site Assessment Report Northwest Intersection of Van Buren Blvd. & Washington St., Riverside, California* (Converse Consultants) August 19, 2020, Appendix A to the DEIR Initial Study. The Initial Study is provided at DEIR Appendix A.

- Existence of a 55-gallon drum labeled as "hazardous waste" on the 7-Eleven property (APN 273-141-004) located in the southeast portion of the Project site;
- Existing trash and debris within the Project site, or trash and debris that may be generated by site development activities; and
- Septic systems/seepage pits that may be encountered during site-disturbing activities.

To address these conditions, the Phase I ESA recommended the following actions:

HAZ-1 Ensure appropriate disposal/removal of the 55-gallon drum labeled as "hazardous waste" from the 7-Eleven property (APN 273-141-004) located in the southeast portion of the Project site.

HAZ-2 Ensure appropriate disposal of all trash and construction debris.

HAZ-3 During excavation/grading activities, any encountered septic systems/seepage pits shall be handled in accordance with adopted grading and building codes.

HAZ-4 All demolition activities for the Project shall comply with County demolition permit requirements, including the safe handling, removal, and disposal of any hazardous materials encountered, such as asbestos-containing materials, lead-based paints, mercury, and PCB-containing substances. Any identified hazardous materials must be managed and disposed of in accordance with all applicable laws and regulations, including the Environmental Protection Agency's Universal Waste Rule and relevant provisions of the State of California Code of Regulations.

HAZ-5 It is recommended that all imported soil and fill material be tested to assess any contaminants of concern meet screening levels as outlined in DTSC's PEA Guidance Manual. Additionally, DTSC Information Advisory Clean Imported Fill Material Fact Sheet should be referenced if imported fill is required.

Additionally, the Project Geotechnical Investigations[11] indicate that certain portions of the Project site are underlain by granitic bedrock. These areas of bedrock would be removed during site preparation activities. As discussed in the Project April 24, 2026 Geotechnical Investigation, granitic bedrock "could possibly be excavated using a larger excavator, by using a hydraulic concrete attachment, or ripping with D8R or D9R shank ripper." (Project April 24, 2026 Geotechnical Investigation, p. 12).

HAZ-6 If blasting is required, the following procedures and actions are recommended. Blasting is typically achieved by drilling blast holes not larger than 3 inches in diameter and spacing not be greater than about 6 feet. Blast hole depths will be dependent on the depth of required hard rock excavation. All procedures and recommendations listed below shall be performed by a qualified and licensed blasting subcontractor:

- Obtain all necessary licenses and permits prior to the commencement of blasting operations. Local permits for the site-specific blasting operations are typically issued by the County Fire Department.
- Prepare a work and safety plan for the blasting operations.
- Examine the blast and construction site and provide written notice to all residences or businesses within approximately 1,000 feet of the blast area.
- Perform and document a pre-blast survey of structures and improvements located within approximately 1,000 feet of the blasting site. Include video/photographs of crack conditions in nearby structures.
- Monitor the blasting operations with portable seismographs to determine the ground motion particle velocity and air noise. Blasting operations shall limit the maximum peak particle velocity acceptable to nearby residences and businesses.
- Accurate records shall be maintained of each blast including explosive quantities, delay system used and hole diameter and spacing.

[11] See: *Geotechnical Feasibility Investigation, Proposed Woodcrest Retail Center* (Geotechnical Professionals Inc.) August 10, 2020; *Geotechnical Feasibility Investigation, Proposed Woodcrest Retail Center* (Geotechnical Professionals Inc.) November 6, 2020; and *Geotechnical Investigation, Woodcrest Retail Center* (Geotechnical Professionals Inc.) April 24, 2026, DEIR Appendix J.

- Maintain an exclusion zone of at least 50 feet for entry of unauthorized personnel at the blast site.
- Blasting shall be controlled such that vibration, fly rock and air noise do not cause damage to nearby structures, undue annoyance to nearby residents, or danger to employees on the project. Seismic records and blasters log should be reviewed after each blast to ensure that particle velocity limits are met.
- Provide audible warning signals and guards in sufficient numbers to assure that people, property and improvements will not be endangered during blasting operations.
- Blasting shall be performed during hours acceptable to the community which is typically between the hours of 8:00 a.m. and 5:00 p.m. Monday through Friday.
- Post-blast inspections shall be performed at structures and improvements located within 1,000 feet of the blasting site.

HAZ-7

- Per requirements of the Riverside County Department of Environmental Health, Environmental Cleanup Program (RCDEH-ECP), a Soil Management Plan (SMP), or equivalent, shall be submitted for review prior to grading permit issuance. The SMP shall address any potential environmental concern that may be encountered during grading operations.
- Additionally, the following Project areas require soil sampling prior to grading permit issuance.
- The possible clarifier location by the 7-Eleven, APN 273-141-004, shall be sampled prior to grading permit issuance. Soil sampling in the area of the current and historical Underground Storage Tanks (USTs) shall be conducted prior to grading permit issuance.[12]

[12] Any removal of existing underground storage tanks would be subject to review, plan-check approval, inspection, and other requirements administered by the Riverside County Department of Environmental Health, Hazardous Materials Management Branch. Prior to removal, the Applicant would be required to submit applicable plans and supporting information, pay required fees, use qualified contractors, provide advance notice for County inspections, and comply with applicable federal, state, and local requirements, including California Health and Safety Code Chapter 6.7, California Code of Regulations title 23, division 3, chapter 16, and Riverside County Code title 8, chapter 8.140. If evidence of a petroleum release is encountered, soil sampling, reporting, and any necessary corrective action would be required under County direction before backfilling or site redevelopment proceeds.

- The locations of the septic tank area and dispersal field associated with APN 273-141-004 shall sampled prior to grading permit issuance.
- All, existing or discovered, on-site wastewater treatment systems (OWTS)/septic systems and wells, shall be properly removed/abandoned under permit with the Riverside County Department of Environmental Health.

3.4.16.2 Biological Resources BMPs

In order to further minimize potential effects to biological resources generally, Volume 1 Appendix C of the MSHCP incorporates standard Best Management Practices (BMPS). BMPs are listed below and recommended generally as Project Conditions of Approval.

BIO-1 A condition shall be placed on grading permits requiring a qualified biologist to conduct a training session for project personnel prior to grading. The training shall include a description of the species of concern and its habitats, the general provisions of the Endangered Species Act (Act) and the MSHCP, the need to adhere to the provisions of the Act and the MSHCP, the penalties associated with violating the provisions of the Act, the general measures that are being implemented to conserve the species of concern as they relate to the project, and the access routes to and project site boundaries within which the project activities must be accomplished.

BIO-2 Water pollution and erosion control plans shall be developed and implemented in accordance with RWQCB requirements.

BIO-3 The footprint of disturbance shall be minimized to the maximum extent feasible. Access to sites shall be via pre-existing access routes to the greatest extent possible.

BIO-4 The upstream and downstream limits of projects disturbance plus lateral limits of disturbance on either side of the stream shall be clearly defined and marked in the field and reviewed by the biologist prior to initiation of work.

BIO-5 Projects should be designed to avoid the placement of equipment and personnel within the stream channel or on sand and gravel bars, banks, and adjacent upland habitats used by target species of concern.

BIO-6 Projects that cannot be conducted without placing equipment or personnel in sensitive habitats should be timed to avoid the breeding season of riparian identified in MSHCP Global Species Objective No. 7.

BIO-7 When stream flows must be diverted, the diversions shall be conducted using sandbags or other methods requiring minimal instream impacts. Silt fencing of other sediment trapping materials shall be installed at the downstream end of construction activity to minimize the transport of sediments offsite. Settling ponds where sediment is collected shall be cleaned out in a manner that prevents the sediment from reentering the stream. Care shall be exercised when removing silt fences, as feasible, to prevent debris or sediment from returning to the stream.

BIO-8 Equipment storage, fueling, and staging areas shall be located on upland sites with minimal risks of direct drainage into riparian areas or other sensitive habitats. These designated areas shall be located in such a manner as to prevent any runoff from entering sensitive habitat. Necessary precautions shall be taken to prevent the release of cement or other toxic substances into surface waters. Project related spills of hazardous materials shall be reported to appropriate entities including but not limited to applicable jurisdictional city, FWS, and CDFG, RWQCB and shall be cleaned up immediately and contaminated soils removed to approved disposal areas.

BIO-9 Erodible fill material shall not be deposited into water courses. Brush, loose soils, or other similar debris material shall not be stockpiled within the stream channel or on its banks.

BIO-10 The qualified Project biologist shall monitor construction activities for the duration of the project to ensure that practicable measures are being employed to avoid incidental disturbance of habitat and species of concern outside the project footprint.

BIO-11 The removal of native vegetation shall be avoided and minimized to the maximum extent practicable. Temporary impacts shall be returned to pre-existing contours and revegetated with appropriate native species.

BIO-12 Exotic species that prey upon or displace target species of concern should be permanently removed from the site to the extent feasible.

BIO-13 To avoid attracting predators of the species of concern, the project site shall be kept as clean of debris as possible. All food related trash items shall be enclosed in sealed containers and regularly removed from the site(s).

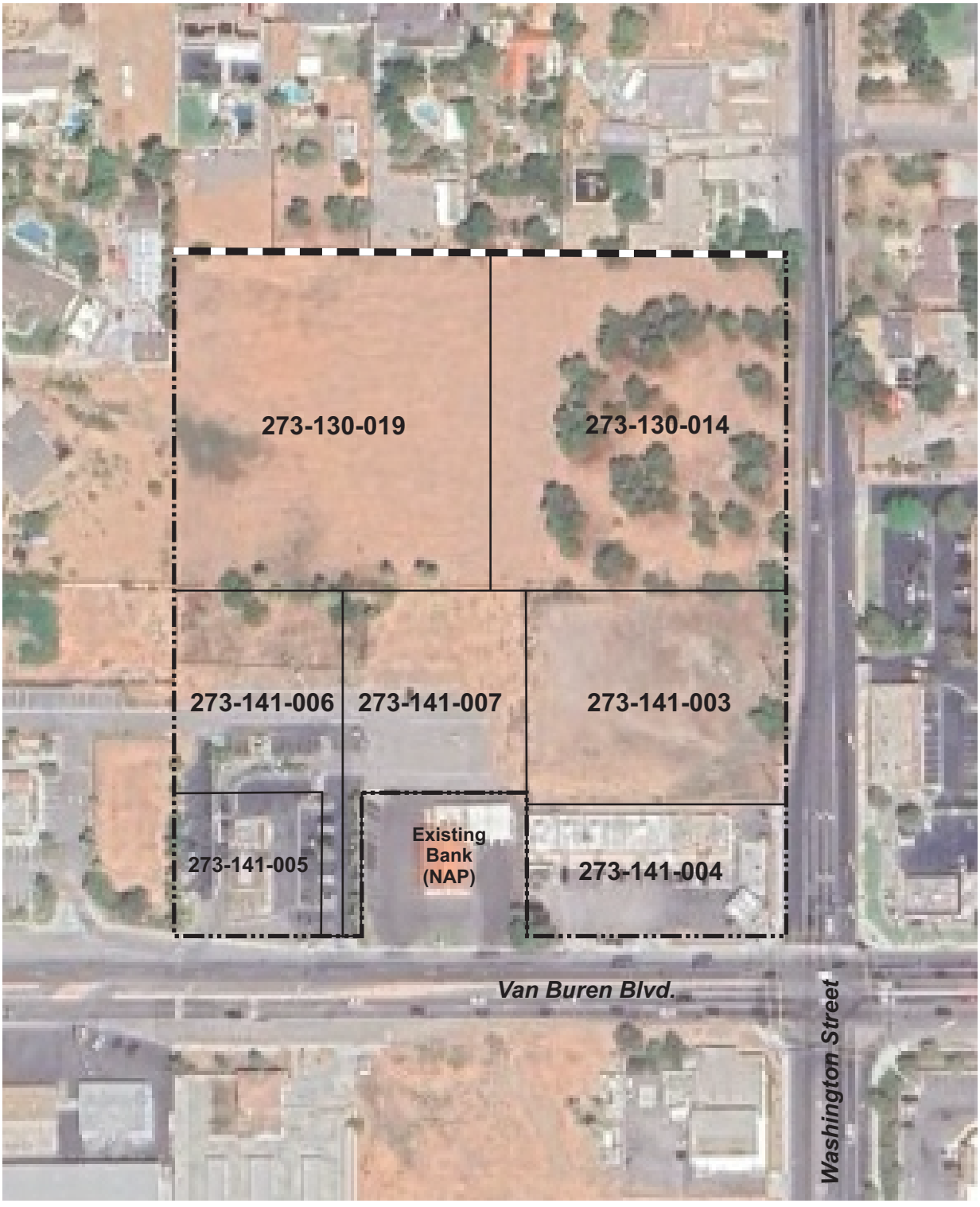
BIO-14 Construction employees shall strictly limit their activities, vehicles, equipment, and construction materials to the proposed project footprint and designated staging areas and routes of travel. The construction area(s) shall be the minimal area necessary to complete the project and shall be specified in the construction plans. Construction limits will be fenced with orange snow screen. Exclusion fencing should be maintained until the completion of all construction activities. Employees shall be instructed that their activities are restricted to the construction areas.

BIO-15 The Permittee shall have the right to access and inspect any sites of approved projects including any restoration/enhancement area for compliance with project approval conditions including these BMPs.

3.4.16.3 Noise Project Design Features

To minimize effects of Project noise received at adjacent properties, an 8-foot high block wall/noise barrier shall be constructed along the Project site north property line as shown at Figure 3.4-4. This wall shall be constructed as early as practical and shall, at a minimum, achieve noise attenuation performance standards detailed in the DEIR Noise and Vibration Analysis (DEIR Appendix G).[13]

[13] See: *Woodcrest Retail Center Noise and Vibration Analysis* (Urban Crossroads, Inc.) September 17, 2025.



Source: Urban Crossroads, Inc.; Applied Planning, Inc.

Figure 3.4-4
Noise Barrier Location

Typical noise barrier construction specifications would include:

- Material: Precast concrete panels or masonry block (CMU) with absorptive treatments (such as sound-absorptive panels).
- Thickness: Barrier wall 8 to 12 inches thick, providing adequate mass for sound attenuation.
- Foundation: Barriers are set in concrete footings, with depth and width engineered per local soil conditions, seismic requirements.
- Surface Treatment: Textured or patterned surfaces to minimize graffiti and improve aesthetics.

Final design, location, and configuration of this wall shall be reviewed and approved by the County prior to the issuance of grading permits or as otherwise specified in the Project Conditions of Approval.

3.5 PROJECT OPENING YEAR

The Project would be developed in a manner responsive to market conditions and in concert with availability of necessary infrastructure and services. For the purposes of this analysis, the Project Opening Year is defined as 2027.

3.6 PROJECT OBJECTIVES

The primary goal of the Project is the development of the subject site with a productive mix of commercial/retail uses. Complementary objectives of the Project include the following:

- Implement retail and restaurant uses responsive to current and anticipated demands for goods and services in the Project trade area.
- Implement a commercial development that would attract new customers and retailers to the community of Woodcrest.
- Provide goods and services at a local site, thereby reducing the number and length of trips currently being made to shop for these same goods and services elsewhere.

- Replace existing dated site structures and transition the Project site to a contemporary commercial development, with resulting fiscal benefits including additional sales tax revenues and increased property tax revenues.
- Implement a commercial development that creates new long-term employment opportunities for area residents.
- Implement a commercial development that would increase locally available construction employment opportunities.

3.7 DISCRETIONARY ACTIONS, CONSULTATIONS, and PERMITS

3.7.1 Discretionary Actions

CEQA Guidelines Section 15124 states in pertinent part that if "a public agency must make more than one decision on a project, all its decisions subject to CEQA should be listed . . . " Requested decisions, or discretionary actions, necessary to realize the Project would include the following:

- Certification of the Project EIR.

- Approval of a General Plan Land Use Amendment from "Rural Community-Very Low Density Residential" to "Commercial Retail" for APNs 273-130-014 and 273-130-019, approximately 4.91 acres of the Project site.[14]

- Approval of a Zone Change from A-1-1 (Light Agricultural – 1 Acre Minimum Lot Size) to C-P-S (Scenic Highway Commercial) for APNs 273-130-014 and 273-130-019, approximately 4.91 acres of the Project site.

- Approval of a Parcel Map/Parcel Map(s) and/or Lot Line Adjustment (LLA).

[14] To allow for the Project, the Riverside County Board of Supervisors (BOS) at their meeting on October 7, 2025 approved the Foundational Component Plan General Plan Amendment for the Project site. The Amendment would redesignate affected portions of the Project site from: Rural Community - Very Low Density Residential (RC-VLDR) and Community Development - Commercial Retail (CD-CR) to: Community Development - Commercial Retail (CD-CR).

- Site Plan Approval.

- Approval of Infrastructure Improvement Plans, including but not limited to roads, sewer, water, stormwater management system, and dry utilities plans.

- Approval of Conditional Use Permits for the Project drive-through restaurants.

- Approval of a Conditional Use Permit for the Project convenience store with alcohol sales with off-site consumption and retail gasoline sales (fuel canopy with 6 Multi-Product Dispensers [MPDs], 12 fuel points).

- Approval of a Conditional Use Permit for the Project grocery store with alcohol sales with off-site consumption.

- Permitting for a proposed wireless communications antenna. For informational purposes, this EIR identifies the proposed location of this facility. This facility will require separate application and review as provided under County Ordinance No. 348, Article XIXg — Wireless Facilities.

3.7.2 Project Application Materials Package

Project application package materials submitted to the County in 2025 and currently on file with the County are listed below. All Project application materials are available for review by contacting the County of Riverside Planning Department.

- Plot Plan Transmitted (PPT) - PPT240018 proposes to construct a shopping center consisting of a 46,724-square-foot Stater Bros. Market, a 5,000-square-foot multi-tenant retail building, 3 building pads, Parcel "A" 3,227 square feet (future convenience market/gas station), Parcel "B" 3,000 square feet (future drive-thru restaurant) & Parcel "C" 2,500 square feet (Future drive-thru restaurant), retaining an existing 1,483-square-foot Farmer Boys restaurant, demolish an existing 7-11 market/gas station, and multi-tenant strip mall; and will have a total of 360 parking spaces (including 13 accessible spaces, 29 clean air vehicle spaces, & 29 future electric vehicle charging station spaces).

- A Conditional Use Permit (CUP) - CUP250008 is for the convenience store (7-11) with alcohol sales with off-site consumption (insert fuel pumps).

- A Change of Zone (CZ) - CZ2500020 proposes to change the zoning for 2 properties totaling approximately 4.91 acres from Light Agriculture -1 Acre Minimum (A-1-1) to Scenic Highway Commercial (C-P-S).

- A General Plan Amendment (GPA) - GPA240066 is a 2024 Foundational Component GPA for seven properties totaling 6.21 acres from Rural Community: Very Low Density Residential (RC: VLDR) and Community Development - General Retail (CD: CR) to Community Development - General Retail (CD: CR) to facilitate a relocation of an adjacent Stater Bros. and the development of additional commercial buildings.

Since the 2025 filing of the Project application package with the County, the Project has been refined as reflected in the Project Description presented in this EIR. It is recognized here that certain specific discrepancies regarding building/pad square footages exist between the Project application materials on file with the County and the Project described in this EIR. Minor inconsistencies between the Project application materials on file with the County and the EIR Project Description are allowable. CEQA requirements are satisfied provided the EIR clearly defines and evaluates the whole of the action and reasonably foreseeable maximum impacts, which this EIR does. The EIR analyses and conclusions are not materially affected, provided that final designs and operational characteristics of the Project uses do not differ substantially in type or scope from those evaluated in this EIR. Under all conditions, the County would assure consistency of the Final Project designs with the Project evaluated in this EIR through established development review and permitting processes. These include: Substantial Conformance to Plot Plan review processes; conformance with Conditions of Approval; conformance with the EIR mitigation measures; and building permit review processes among others, On this basis, the Final Project designs as approved by the County would not result in

impacts substantially different than or greater than impacts considered and addressed in this EIR.

3.7.3 Other Consultation and Permits

CEQA Guidelines Section 15124 also states that environmental documentation should, to the extent known, list other permits or approvals required to implement the Project. Based on the current Project design concept, anticipated permits necessary to realize the proposal will likely include, but are not limited to, the following:

- Tribal Resources consultation with requesting Tribes as provided for under AB 52, *Gatto. Native Americans: California Environmental Quality Act*;

- Tribal Resources consultation with requesting Tribes as provided for under the SB 18 Tribal Consultation Process;

- Permitting pursuant to requirements of the Santa Ana Regional Water Quality Control Board (SARWQCB) and Riverside County Ordinance No. 754 (and amendments) *Establishing Stormwater/Urban Runoff Management and Discharge Controls*;

- Approval and permitting for construction of Project stormwater management system improvements by the Riverside County Flood Control and Water Conservation District (RCFC & WCD);

- Approval and permitting for construction of Project water system improvements by WMWD;

- Approval and permitting for construction of Project sanitary sewer system improvements and connection to the Van Buren Sewer line by the Van Buren Sewer CFD;

- Permitting that may be required by/through the South Coast Air Quality Management District (SCAQMD) for certain equipment or land uses that may be implemented within the Project area;

- Various County of Riverside construction, grading, and encroachment permits allowing implementation of the Project facilities; and

- Permitting from various serving utilities purveyors.

4.0 ENVIRONMENTAL IMPACT ANALYSIS

4.0 ENVIRONMENTAL IMPACT ANALYSIS

This chapter of the EIR analyzes and describes the potential environmental impacts associated with the adoption and implementation of the Woodcrest Retail Center (Project). The environmental impact analysis has been organized into a series of sections, each addressing a separate environmental topic. Environmental topics addressed in this EIR are presented in the following sections. Note that within the listed topics, certain specific environmental impacts have been previously substantiated not to be potentially significant through the EIR Initial Study process. Please refer to EIR Section 1.7 *Impacts Not Found to be Potentially Significant.*

Section	Topic
4.1	Land Use and Planning
4.2	Transportation
4.3	Air Quality
4.4	Greenhouse Gas Emissions
4.5	Energy
4.6	Noise
4.7	Biological Resources
4.8	Cultural Resources/Tribal Cultural Resources
4.9	Hazards and Hazardous Materials
4.10	Hydrology/Water Quality
4.11	Population and Housing

Within each of the above topical Sections, the discussion is typically divided into subsections which: summarize the findings of the section; present the framework for the discussion by listing the sources of information used in the section; describe the "setting" or existing environmental conditions; identify regulations and policies, which

through their observance typically resolve many potential environmental concerns; identify thresholds of significance applicable to potential environmental effects of the Project; describe the significance of Project-related environmental effects in the context of applicable significance thresholds; and for impacts which are potentially significant or significant, recommend mitigation measures to eliminate or reduce these impacts. In this latter regard, it is recognized that the intent of the California Environmental Quality Act (CEQA) is to focus on significant, or potentially significant adverse effects of the Project; therefore, mitigation is proposed only for potential impacts of this magnitude.

As noted above, before potential impacts are evaluated, the standards or thresholds which will serve as the basis for judging the relative significance of impacts are presented. Often thresholds serve as a general guide or gauge for determining an impact's potential relative significance, rather than defining its absolute effects. Subsequent to identification of relevant significance thresholds, potential Project-related effects and impacts are identified and explained. If an impact is considered to be potentially significant, mitigation measures are proposed to avoid the impact, or reduce its effects to the extent feasible. In determining the potential significance of impacts, the adequacy of existing policies and regulations in addressing each impact is taken into consideration. At the conclusion of each discussion for a potentially significant impact, a determination is made as to whether the impact can be reduced to a less-than-significant level with the application of mitigation measures.

In the environmental analysis, the following terms are used to describe the potential effects of the Project:

- **Less-Than-Significant Impacts**: Minor changes or effects on the environment caused by the Project which do not meet or exceed the criteria, standards, or thresholds established to gauge significance are considered to be less-than-significant impacts. Less-than-significant impacts do not require mitigation. In some cases, these impacts may appear to be potentially significant. However, existing public policies, regulations, and procedures adequately address these

potential effects, thereby reducing them to a less-than-significant level, without the need for additional mitigation.

- **Potentially Significant Impacts**: Potentially significant impacts are defined as a substantial, or potentially substantial, adverse change in the environment. The CEQA Guidelines and various responsible agencies provide guidance for determining the significance of impacts. However, the determination of impact significance is ultimately based on the judgment of the lead agency. Similarly, the establishment of any criteria to be used in evaluating the significance of impacts is the responsibility of the lead agency. Wherever possible, mitigation is proposed in the EIR to avoid or reduce the magnitude of potentially significant impacts.

- **Significant Impacts**: Impacts identified in the EIR which cannot be mitigated below thresholds of significance through the application of feasible mitigation measures are categorized as "significant."

- **Cumulative Impacts**: A discussion of cumulative impacts is provided in Section 5.0 of this environmental analysis. Cumulative impacts refer to the impacts of the Project as they are combined or interact with anticipated impacts of other vicinity projects and physical effects of projected ambient regional growth.

4.1 LAND USE AND PLANNING

4.1 LAND USE AND PLANNING

Abstract

Potential land use and planning impacts considered in this Section are consistent with those identified in Woodcrest Retail Center Project Initial Study, June 2025; County of Riverside, Environmental Assessment Form: Initial Study. The EIR Initial Study in its entirety is presented at EIR Appendix A.

As established through the EIR Initial Study process, the Project could result in potentially significant impacts under the following topic, considered in detail within this Section:

- *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.*

As substantiated in the analyses within the Section, the above potential impact of the Project would be less than significant.

Impacts previously determined not to be potentially significant through the EIR Initial Study process include the following:

- *Physically divide an established community.*

This potential impact is not further substantively addressed within this Section. See also EIR Appendix A, Initial Study EIR Table 1.7-1, Summary of Impacts Determined Not to be Potentially Significant.

4.1.1 INTRODUCTION and PROJECT OVERVIEW

This section of the EIR focuses on the Project's consistency with applicable land use plans, policies, and regulations; and evaluates the Project's compatibility with existing and proposed vicinity development. Discussions and analysis within this Section are based on and supported by the following documents and source information.

- The Riverside County General Plan[1], Lake Mathews/Woodcrest Area Plan, and Riverside County General Plan Program Environmental Impact Report (General Plan PEIR, SCH No. 2002051143). These documents are available through the Riverside County Planning Department. Alternatively, the Riverside County General Plan and Lake Mathews/Woodcrest Area Plan can be accessed at: https://planning.rctlma.org/riverside-county-general-plan. The General Plan PEIR can be accessed at: https://planning.rctlma.org/general-plan-environmental-impact-report-volume-i.
- The Riverside County Code of Ordinances, and specifically County Ordinance No. 348 *Land Use Planning and Zoning Regulations*, available through the County of Riverside. Alternatively, County Ordinance No. 348 is accessible at: https://planning.rctlma.org/sites/g/files/aldnop416/files/2023-06/Ord348-04-28-2023-FINAL.pdf.
- *Connect SoCal 2024, SCAG 2024 – 2050 Regional Transportation Plan/Sustainable Communities Strategy* is available through the Southern California Association of Governments (SCAG) or can be accessed at: https://scag.ca.gov/connect-socal.

The Project proposes the construction and operation of approximately 61,020 square feet of retail and restaurant uses within an approximately 9.42-acre gross (9.0-acre net) Project site. The Project site is located within the Lake Mathews/Woodcrest area of Riverside County. The Project site comprises current assessor parcel numbers (APNs): 273-130-014, 273-130-019, 273-141-003, 273-141-004, 273-141-005, 273-141-006, and 273-141-007.[2] The Project site location is presented at Figure 4.1-1.

[1] Any subsequent reference to the Riverside County General Plan includes all revisions to date.
[2] The "Valley Bank" parcel (APN-273-141-008, located along the Project's southern boundary) is currently indicated as "Not-A-Part" of the Project. For the purposes of the EIR analysis, this parcel is assumed to be redeveloped under a separate application as a future "related development."

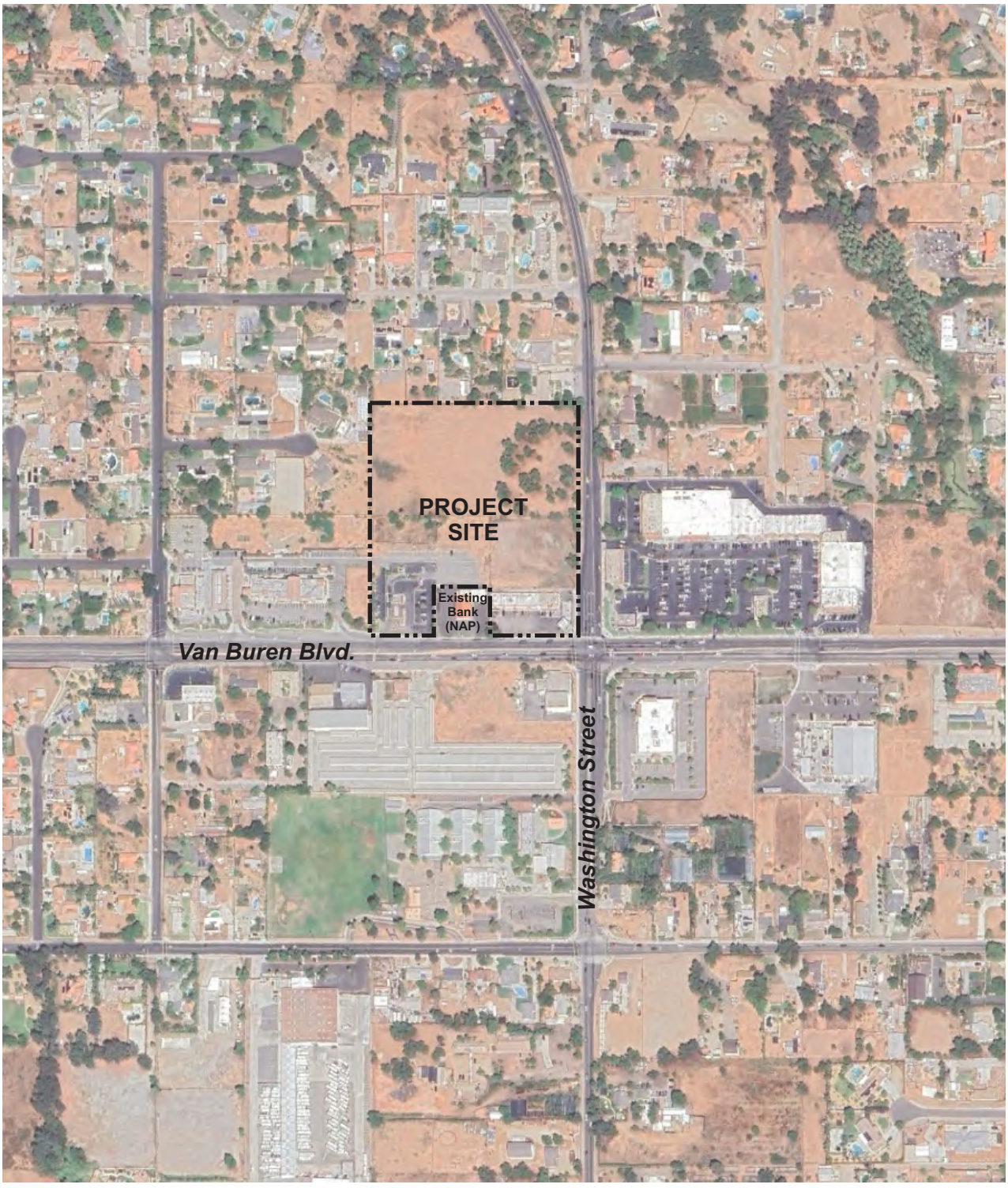
Table 4.1-1 summarizes the Project land uses and development scope. The Project Site Plan Development Concept is presented at Figure 4.1-2. The Project proposes a Base development concept, and a "Parcel 1 Option" development concept. Under the Base development concept, Parcel 1 would be developed with a convenience store/retail gas station. Under the Parcel 1 Option, it would be developed with retail/restaurant uses. Under either development concept, the remainder of the Project site (Parcels 2 – 6) would be developed with a supermarket, shops, and restaurant uses as illustrated at Figure 4.1-2.

Table 4.1-1
Woodcrest Retail Center Development Concept

Site Plan Designation		Use(s)	Building Area
Parcel 1	Pad A	Convenience Store w/Retail Gas Station	3,227 sf store w/6 Multi-Product Dispenser (MPD) Fuel Canopy (12 fuel points)
Parcel 1 Option	Pad E	Drive-Through Restaurant	2,500 sf
	Pad F	Retail/Sit-Down Restaurant	5,400 sf
Parcel 2	Pad B	Drive-Through Restaurant	3,500 sf
Parcel 3	Pad D	Drive-Through Restaurant (Farmer Boys)	3,390 sf
Parcel 4	Shops A	Retail *	5,000 sf
Parcel 5	Pad C	Drive-Through Restaurant	2,500 sf
Parcel 6	Market	Grocery Store (Stater Bros.)	43,403 sf
Lot A	---	Drainage/Stormwater Management	---
TOTAL PROJECT (Base)			**61,020 Square Feet**
TOTAL PROJECT (Parcel 1 Option)			**65,693 Square Feet**

Source: Woodcrest Retail Center Site Plan Concept, March 2025.
Notes: *A proposed wireless communications antenna would be located within Parcel 4.

Additional limited areas of off-site disturbance would result from construction of site-adjacent roadway improvements and construction of utilities connections to area-serving utilities systems. Site-adjacent Project roadway improvements and utilities connections improvements would occur within dedicated rights-of-way and/or assigned easements. Environmental impacts of these roadway improvements and utilities connections are reflected in the EIR maximum impact scenarios.

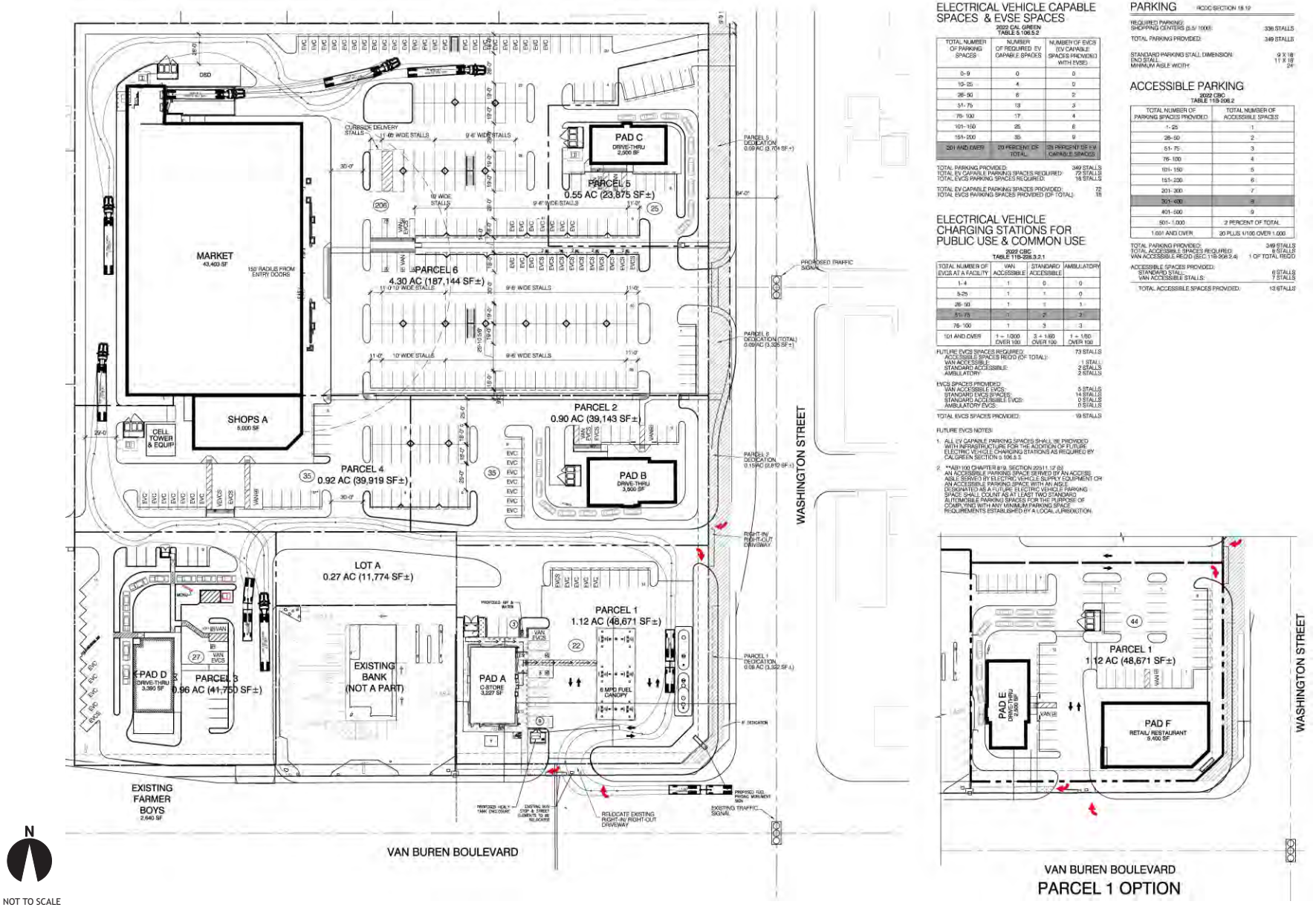


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NOT TO SCALE

Source: Google Earth; Applied Planning, Inc.

Figure 4.1-1
Project Location



NOT TO SCALE

Source: GK Pierce Architects (3/24/25)

Figure 4.1-2
Site Plan Concept

For analytic purposes, the following Project operational characteristics are assumed:

- The Project will be complete and fully operational by 2027, the Project Opening Year;

- The Project will be open and operational year-round, 24 hours per day, 7 days per week;

- Unless otherwise noted herein, all Project operations would occur internal to the Project main buildings.

Analyses within this EIR reflect the Project design and development concepts summarized at EIR Section 3.0, *Project Description*. Should future development proposals differ substantially from the development concepts analyzed herein, the Lead Agency would comply with CEQA in consideration of those proposals.

4.1.2 EXISTING LAND USES

Project site and vicinity land uses are summarized below.

4.1.2.1 Project Site

Existing Project site land uses are listed in Table 4.1-2. A parcel map correlating with the listed APNs is presented at Figure 4.1-3. Representative photos of the Project site and vicinity properties are presented at Figures 4.1-4, 4.1-5.

Table 4.1-2
Existing Project Site Land Uses

Assessor Parcel Number (APN)	Area (Acres)	Existing Land Use
273-130-014	2.33	Vacant and Undeveloped.
273-130-019	2.58	Vacant and Undeveloped.
273-141-003	1.30	Vacant and Undeveloped.
273-141-004	0.82	In-Line Shops and 7-Eleven w/Gas Station (7-11 @ 2,400 s.f.; bike store @ 2,400 s.f., smoke shop @ 1,200 s.f., nail shop @ 1,200 s.f., fish taco shop @ 1,200 s.f.). *Note: All existing facilities on this parcel will be demolished.*
273-141-005	0.52	Farmer Boys Fast Food Restaurant (approx. 2,640 s.f.)
273-141-006	0.89	Vacant/Surface Parking Areas.
273-141-007	0.98	Vacant/Surface Parking Areas.
	Total: 9.42 Acres (Gross)*	

Sources: Riverside County - Map My County; Woodcrest Retail Center Site Development Concept-March 2025, Project Applicant.
Note: * Total based on available APN data. ALTA Survey calculates the total site at 9.31 gross acres.



N

NOT TO SCALE

Source: Google Earth; Applied Planning, Inc.

Figure 4.1-3
Project Parcel Map









Source: Converse Consultants

Figure 4.1-4
Site Photos









Source: Converse Consultants

applied planning inc

Figure 4.1-5
Site Photos

4.1.2.2 Vicinity Properties

Existing land uses of vicinity properties are described below and graphically presented at Figure 4.1-6.

- **North:** Properties are developed with single-family residences along the northwest Project site boundary. Northeast of, and adjacent to, the Project site is the Woodcrest Montessori Education Center.

- **South:** South of the Project site, across Van Buren Boulevard, properties are developed with commercial uses or are vacant and undeveloped.

- **West:** West of the Project site, properties are developed with single-family residences and commercial uses.

- **East:** East of the Project site, across Washington Street, properties are developed with commercial uses (including an existing Stater Bros. grocery store [Store No. 80]) and single-family residences.

The Project does not propose facilities or operations that would alter vicinity land uses.[3]

[3] The Project would accommodate relocation of the existing Stater Bros. grocery store (Store No. 80) within the Project site. Proposed site of the relocated store is identified as Project Parcel 6 "Market Use."



N

NOT TO SCALE

Source: Google Earth; Applied Planning, Inc.

Figure 4.1-6
Existing Land Uses

4.1.3 EXISTING AND PROPOSED LAND USE DESIGNATIONS

4.1.3.1 General Plan, Area Plan, and Zoning Overview

The County of Riverside General Plan (General Plan) and associated Area Plans guide land use and planning throughout the County of Riverside (County). The General Plan establishes policies and land use plans applicable to all unincorporated County areas. The subordinate Area Plans establish focused policies and land use plans responding to specific aspects and attributes of localized County regions.

Countywide land use policies and land use plans are presented at General Plan Chapter 3, *Land Use Element*. Focused policies and land use plans, including localized Overlays, Policy Areas, and Specific Plans are found in the individual Area Plans. The Project site is located within the Lake Mathews/Woodcrest Area Plan (Area Plan).

County Ordinance 348 (Zoning Ordinance) implements the General Plan Land Use Plan and promotes compatible land use relationships while minimizing potential land use conflicts. The Zoning Ordinance establishes various Zoning Districts and intent of each District; identifies a range of uses that are permitted or conditionally permitted within each District; and articulates procedures and development standards that regulate land uses and development within each District.

4.1.3.2 Existing and Proposed General Plan Land Use and Zoning Designations

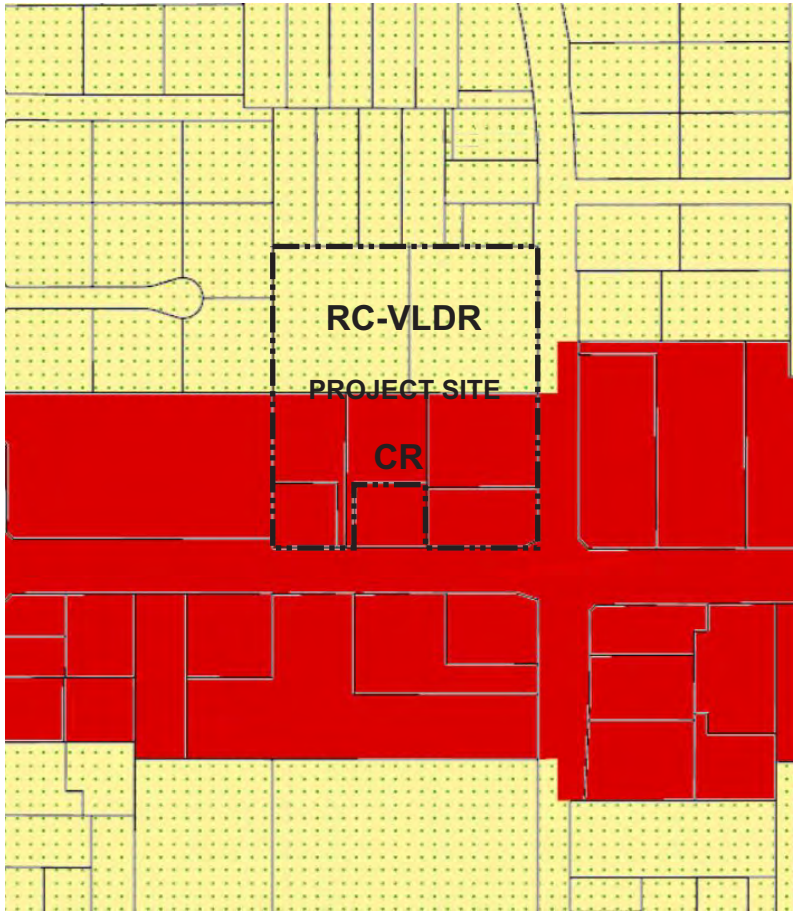
Existing and proposed General Plan Land Use and Zoning designations for the Project site are summarized at Table 4.1-3.[4] Existing and proposed General Plan Land Use Designations are illustrated at Figure 4.1-7. Existing and proposed Zoning Designations are illustrated at Figure 4.1-8.

[4] Unless otherwise noted, General Plan Land Use and Area Plan Land Use designations are consistent.

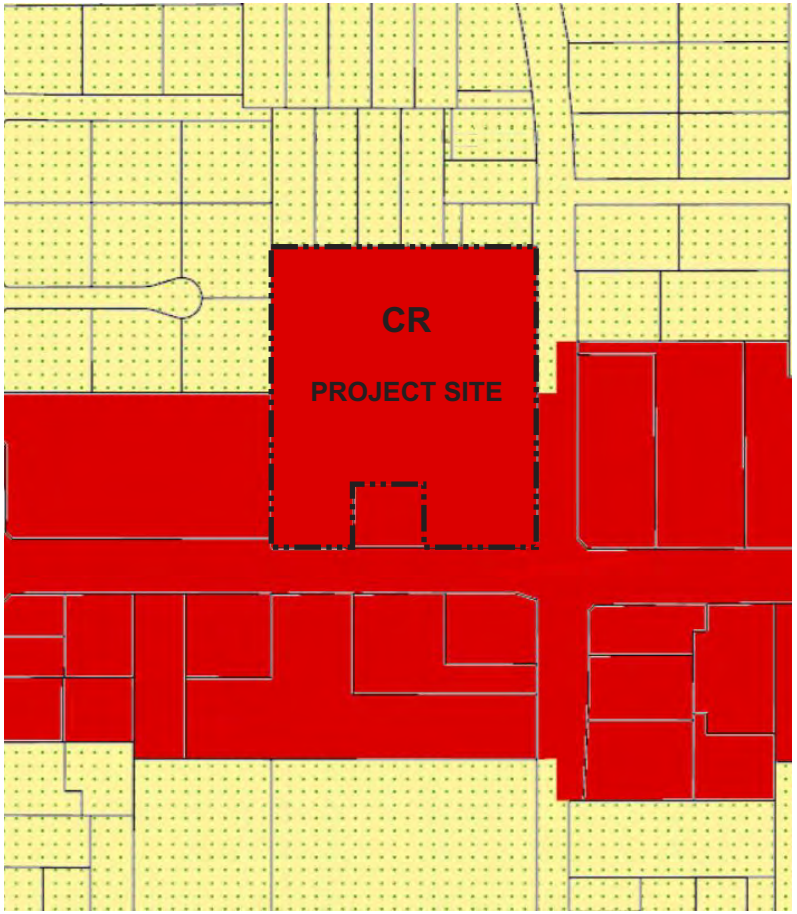
Table 4.1-3
Existing and Proposed
General Plan Land Use and Zoning Designations

	Existing		Proposed	
APN	**General Plan Land Use**	**Zoning**	**General Plan Land Use**	**Zoning**
273-130-014	RC-VLDR (Rural Community - Very Low Density Residential)	A-1-1 (Light Agricultural – 1 Acre Minimum Lot Size)	CR	C-P-S
273-130-019	RC-VLDR	A-1-1	CR	C-P-S
273-141-003	CR (Commercial Retail)	C-P-S (Scenic Highway Commercial)	CR	C-P-S
273-141-004	CR	C-P-S	CR	C-P-S
273-141-005	CR	C-P-S	CR	C-P-S
273-141-006	CR	C-P-S	CR	C-P-S
273-141-007	CR	C-P-S	CR	C-P-S

Sources: County of Riverside General Plan; Lake Mathews/Woodcrest Area Plan; Woodcrest Retail Center Site Plan Concept, March 2025.
Notes: The Project site is not subject to and would not affect any local Area Plan Overlay, Policy Area, or Specific Plan Designation(s).



EXISTING



PROPOSED

LEGEND

- RC-VLDR Rural Community - Very Low Density Residential
- CR Commercial Retail

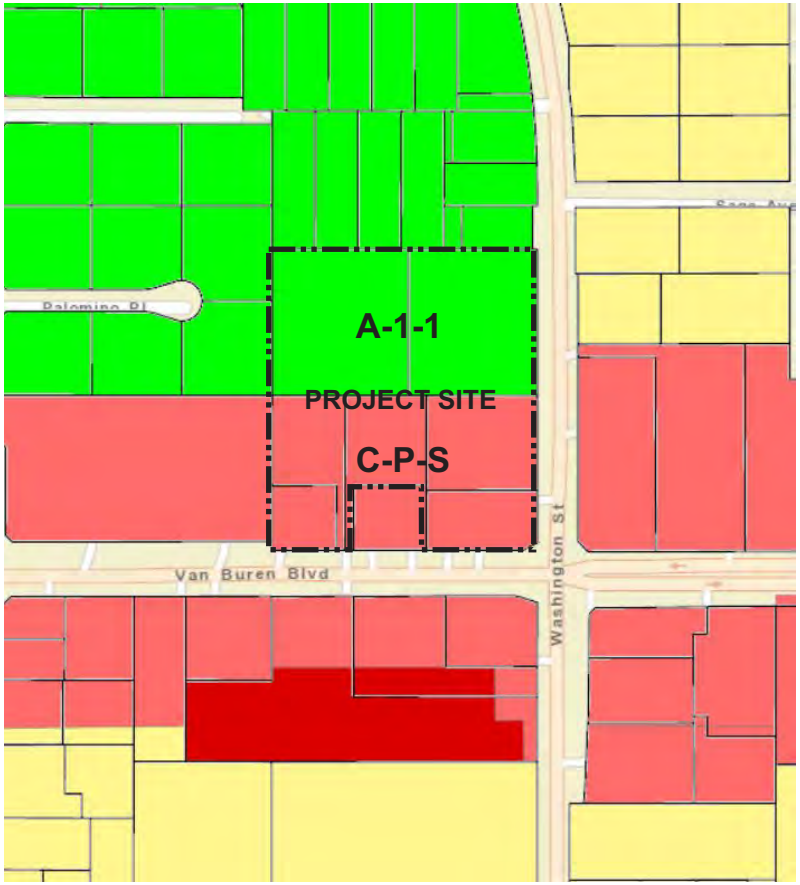
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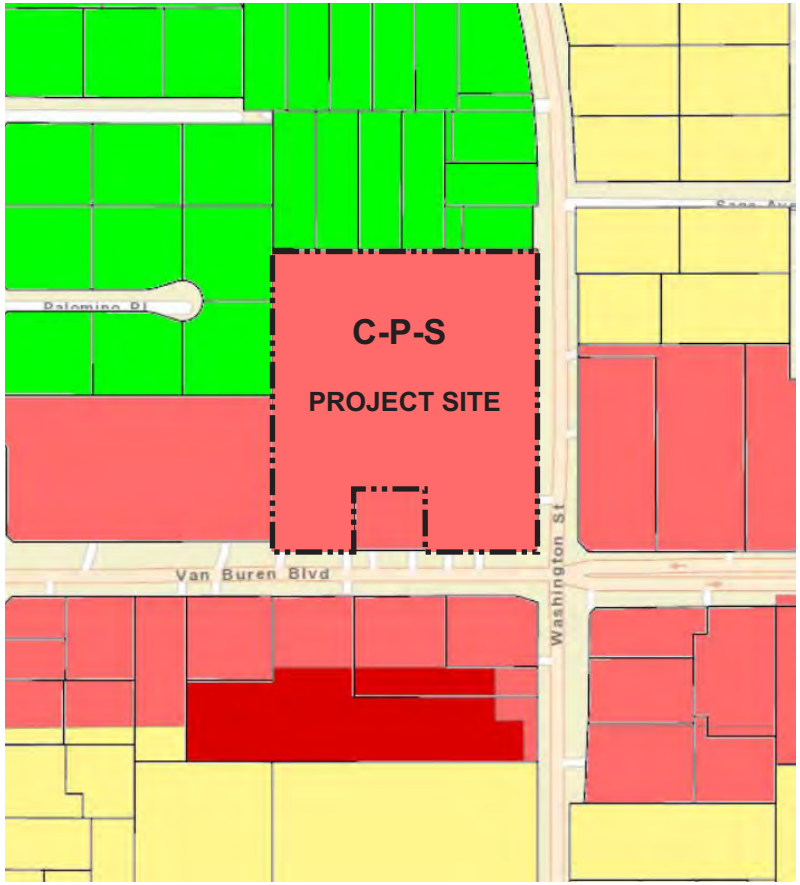
Source: County of Riverside General Plan - Map My County; Applied Planning, Inc.

applied planning inc

Figure 4.1-7
Existing and Proposed General Plan Land Use



EXISTING



PROPOSED

LEGEND

- A-1-1 Light Agricultural
- C-P-S Scenic Highway Commercial
- R-A Residential Agricultural
- C-1/C-P General Commercial

N

NOT TO SCALE

Source: County of Riverside General Plan - Map My County; Applied Planning, Inc.

applied planning inc

Figure 4.1-8
Existing and Proposed Zoning

As indicated at Table 4.1-3, existing General Plan Land Use designations of the Project site are "Rural Community - Very Low Density Residential" and "Commercial Retail." Existing Zoning designations of the Project site are "A-1-1" (Light Agricultural - 1 Acre Minimum Lot Size) and "C-P-S" (Scenic Highway Commercial).

To allow for the Project, the entire Project site would be designated as a Commercial Retail Land Use under the General Plan and Area Plan. As described in the General Plan, "[t]he Commercial Retail land use designation allows for the development of commercial retail uses at a neighborhood, community and regional level, as well as for professional office and tourist-oriented commercial uses" (General Plan, p. LU-59). The Project retail and restaurant uses are allowed under the proposed General Plan/Area Plan Commercial Retail Land Use designation.[5] County General Plan documents, including the General Plan Land Use Element and Lake Mathews/Woodcrest Area Plan, can be accessed at: https://planning.rctlma.org/riverside-county-general-plan.

To allow for the Project, APNs 273-130-014 and 273-130-019 would be rezoned from A-1-1 (Light Agricultural – 1 Acre Minimum Lot Size) to C-P-S (Scenic Highway Commercial). This would bring these zoning designations into consistency with the proposed underlying CR (Commercial Retail) General Plan Land Use designation, and would permit or conditionally permit development of these parcels with the commercial/retail uses proposed by the Project.

The remainder of the Project site is currently zoned C-P-S. This zoning is consistent with the existing underlying CR (Commercial Retail) General Plan Land Use, and would permit or conditionally permit commercial/retail uses proposed by the Project.

The County Zoning Ordinance (Ordinance 348) can be accessed at: https://planning.rctlma.org/sites/g/files/aldnop416/files/2023-06/Ord348-04-28-2023-

[5] To allow for the Project, the Riverside County Board of Supervisors (BOS) at their meeting of October 7, 2025 has previously approved a Foundational Component Plan General Plan Amendment for the Project site. The Amendment would redesignate affected portions of the Project site from: Rural Community - Very Low Density Residential (RC-VLDR) and Community Development - Commercial Retail (CD-CR) to: Community Development - Commercial Retail (CD-CR).

FINAL.pdf. For a list of permitted or conditional permitted uses in the CPS Zoning District see: Riverside County Ordinance 348, Article IXb (C-P-S Zone), Section 9.50. *Uses Permitted*.

The Project does not propose or require amendment of any off-site land use designations.

4.1.4 PROJECT ELEMENTS

4.1.4.1 Development Concept

Table 4.1-4 summarizes the Project land uses and development scope. The Project Site Plan Development Concept is presented previously at Figure 4.1-2. The Project proposes a Base development concept, and a "Parcel 1 Option" development concept. Under the Base development concept, Parcel 1 would be developed with a convenience store/retail gas station. Under the Parcel 1 Option, it would be developed with retail/restaurant uses. Under either development concept, the remainder of the Project site (Parcels 2 – 6) would be developed with a supermarket, shops, and restaurant uses as illustrated at Figure 4.1-2.

Table 4.1-4
Woodcrest Retail Center Development Concept

Site Plan Designation		Use(s)	Building Area
Parcel 1	Pad A	Convenience Store w/Retail Gas Station	3,227 sf store w/6 Multi-Product Dispenser (MPD) Fuel Canopy (12 fuel points)
Parcel 1 Option	Pad E	Drive-Through Restaurant	2,500 sf
	Pad F	Retail/Sit-Down Restaurant	5,400 sf
Parcel 2	Pad B	Drive-Through Restaurant	3,500 sf
Parcel 3	Pad D	Drive-Through Restaurant (Farmer Boys)	3,390 sf
Parcel 4	Shops A	Retail *	5,000 sf
Parcel 5	Pad C	Drive-Through Restaurant	2,500 sf
Parcel 6	Market	Grocery Store (Stater Bros.)	43,403 sf
Lot A	---	Drainage/Stormwater Management	---
TOTAL PROJECT (Base)			**61,020 Square Feet**
TOTAL PROJECT (Parcel 1 Option)			**65,693 Square Feet**

Source: Woodcrest Retail Center Site Plan Concept, March 2025.
Notes: *A proposed wireless communications antenna would be located within Parcel 4.

Additional limited areas of off-site disturbance would result from construction of site-adjacent roadway improvements and construction of utilities connections to area-serving utilities systems. Site-adjacent Project roadway improvements and utilities connections improvements would occur within dedicated rights-of-way and/or assigned easements.

4.1.5 LAND USE PLANS, GOALS, POLICIES, AND REGULATIONS

4.1.5.1 State

Per SB 330, "the Housing Crisis Act of 2019," agencies shall not "chang[e] the general plan land use designation, specific plan land use designation, or zoning . . . to a less intensive use . . . below what was allowed under the land use designation and zoning ordinances in effect on January 1, 2018." For purposes of Government Code § 66300(b)(1)(A), a "less intensive use" includes any changes that would lessen the intensity of potential housing development.

The Project proposes a General Plan Amendment (GPA) affecting APNs 273-130-014 and 273-130-019 comprising approximately 4.91 acres. These properties are currently designated Rural Community: Very Low Density Residential. To allow for the Project, APNs 273-130-014 and 273-130-019 would be redesignated as CR General Plan Land Uses.

Development under the site's existing Rural Community - Very Low Density Residential land use designation allows for up to one single-family residential unit per acre.[6] The GPA (affecting approximately 4.91 acres designated RC: VLDR) would therefore result in a potential net loss of approximately 5 single-family residences.

The Project's proposed GPA would therefore downzone an existing residential land use. The Project could therefore potentially conflict with the provisions of SB 330 noted above. However, SB 330 applies only to "Affected Cities" and "Affected Counties" as defined by the California Department of Housing and Community Development (HCD). As it relates to the analysis here, Affected Counties are defined as a Census Designated Place (CDP)

[6] Riverside County General Plan Table 3.0-C https://planning.rctlma.org/sites/g/files/aldnop416/files/migrated/Portals-14-LUD-20Table-20for-20button-201.pdf

that is wholly within the boundaries of an urbanized area. Based on HCD's determination, 141 CDPs in 22 counties are identified as affected by the provisions of SB 330. The Project is located within Woodcrest CDP. Woodcrest CDP and the Project site are not located within an Affected County as defined by HCD. The list of Affected Counties can be accessed at https://www.hcd.ca.gov/sites/default/files/docs/planning-and-community/affected-counties.pdf. The only CDPs within unincorporated Riverside County meeting the HCD definition of an Affected County are Bermuda Dunes, Coronita, and Desert Palms.

The General Plan Land Use Amendment proposed by the Project would commit approximately 5 acres of land currently designated for low-density single-family residential uses to commercial/retail development. However, the Project is not located within an Affected County as defined by HCD. The Project is therefore not subject to SB 330 requirements.

4.1.5.2 Regional Planning

The Southern California Association of Governments (SCAG) is the federally recognized metropolitan planning organization (MPO) for this region, which encompasses over 38,000 square miles, and comprises representatives of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. SCAG is a regional planning agency and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their potential impacts on regional planning programs. As Southern California's MPO, SCAG cooperates with the Southern California Air Quality Management District (SCAQMD), the California Department of Transportation (Caltrans), and other agencies in preparing regional planning documents.

Connect SoCal 2024, SCAG's long-range regional plan, emphasizes sustainable development practices that align with California's climate and environmental goals.

Connect SoCal 2024 promotes alternative transportation modes, mixed-use developments, and conservation initiatives. Connect SoCal 2024 is structured around the four following main goals.

- **Mobility:** Build and maintain a robust, multimodal transportation network;
- **Communities:** Develop, connect, and sustain livable and thriving communities;
- **Environment:** Create a healthy region for current and future generations; and
- **Economy:** Support a sustainable, efficient, and productive regional economic environment.

Connect SoCal 2024 also establishes Policies intended to guide development in a manner that would achieve the above-stated goals.

4.1.5.3 County of Riverside

General Plan/Area Plan

The Project proposes a General Plan Amendment, GPA (Land Use Element) that would redesignate northern areas of the Project site (APN 273-130-014 [2.33 acres] and APN 273-130-019 [2.58 acres]) from RC-VLDR (Rural Community - Very Low Density Residential) to CR (Commercial Retail). The balance of the Project site is already designated as a Commercial Retail General Plan Land Use.

The proposed GPA would allow for development of the Project's proposed retail/restaurant uses in the northern portion of the Project site. The proposed GPA would also establish a cohesive General Plan Commercial Retail Land Use designation for the Project site in total.

The Project site is located within the Lake Mathews/Woodcrest Area Plan (Area Plan). Project site Land Use designations under the Area Plan are the same as under the General Plan. Amendment of the Project site General Plan Land Use designation noted above would carry over to the Area Plan. The Project site does not lie within any designated Policy Areas established under the Area Plan.

Zoning Ordinance

The Project would also be subject to, and would be required to comply with regulations and standards of the County Zoning Ordinance. In many instances, compliance with these regulations and standards precludes, or substantially reduces, potential environmental effects.

Other Plans/Policies

Please refer to other DEIR Sections for discussions of Project consistency with relevant plans and policies that affect or are influenced by the Lead Agency land use decisions. For example, Project consistency with the relevant Air Quality Management Plan (AQMP) is discussed at DEIR Section 4.3, *Air Quality*; Project consistency with the relevant biological resources management plan (Multiple Species Habitat Conservation Plan, MSHCP) is discussed at DEIR Section 4.7, *Biological Resources*.

4.1.6 STANDARDS OF SIGNIFICANCE

Potential land use and planning impacts considered in this Section are consistent with those identified in Woodcrest Retail Center Project Initial Study, June 2025; County of Riverside, Environmental Assessment Form: Initial Study. The EIR Initial Study in its entirety is presented at EIR Appendix A.

As established through the EIR Initial Study process, the Project could result in potentially significant impacts under the following topic, considered in detail within this Section:

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

Impacts previously determined not to be potentially significant through the EIR Initial Study process include the following:

- *Physically divide an established community.*

This potential impact is not further substantively addressed within this Section. See also EIR Appendix A, Initial Study EIR Table 1.7-1, Summary of Impacts Determined Not to be Potentially Significant.

4.1.7 POTENTIAL IMPACTS AND MITIGATION MEASURES

4.1.7.1 Impact Statements

Potential Impact: *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.*

Impact Analysis: Land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating environmental effects are established under Connect SoCal 2024, Riverside County General Plan, and Lake Mathews/Woodcrest Area Plan.

Connect SoCal 2024 Consistency

Existing General Plan Land Use Designations of the Project site are RC-VLDR (Rural Community - Very Low Density Residential – generally the northern portion of the Project site) and RC-VLDR CR (Commercial Retail – generally the southern portion of the Project site). Connect SoCal 2024 reflects the site's current General Plan Land Use Designations.

The Project commercial retail uses are allowed in areas of the site that are currently designated CR. To allow for proposed commercial retail development of the remainder of the site, a General Plan Land Use Amendment is proposed that would redesignate the Project site "RC-VLDR" land uses as "CR" land uses. With approval of the proposed change in Land Use designations, the entire Project site would be designated as a CR Land Use under the County General Plan. Please refer also to previous Figure 4.1-7, *Existing and Proposed General Plan Land Use Designations*.

Connect SoCal 2024 is based broadly on existing adopted general plans. The Project's proposed change in General Plan land use affecting less than 5 acres is not specifically reflected under Connect SoCal 2024. However, this is not considered a land use plan or land use policy conflict that would result in significant environmental effects. Project consistency with Policies established under Connect SoCal 2024 is summarized at Table 4.1-5.

Table 4.1-5
Project Consistency with Connect SoCal 2024 Policies

Policies	Remarks
Mobility	
System Preservation and Resilience	
01. Prioritize repair, maintenance and preservation of the SCAG region's existing transportation assets, following a "Fix-It-First" principle.	Consistent. Policy 01 provides direction to County and regional agency staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of this Policy.
02. Promote transportation investments that advance progress toward the achievement of asset management targets, including the condition of the National Highway System pavement and bridges and transit assets (rolling stock, equipment, facilities and infrastructure).	Consistent. Policy 02 provides direction to County and regional agency staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of this Policy.
Complete Streets	
03. Pursue the development of Complete Streets that comprise a safe, multimodal network with flexible use of public rights-of-way for people of all ages and abilities using a variety of modes (e.g., people walking, biking, rolling, driving, taking transit).	Consistent. The Project Applicant would be required to improve adjacent rights-of-way consistent with County requirements. All improvements would be required to comply with County design and construction requirements including conformance with applicable safety standards. The Project would also be required to provide bicycle amenities consistent with County requirements and as specified under CalGreen. Project pedestrian access would be provided as required by the County. See also: *County Road Standards and County Standard Specifications*: https://trans.rctlma.org/road-standards; CalGreen Chapter 5 *Nonresidential Mandatory Measures*: https://codes.iccsafe.org/content/CAGBC2022P3/chapter-5-nonresidential-mandatory-measures#CAGBC2022P3_Ch05_SubCh5.1_Sec5.106.4.
04. Ensure the implementation of Complete Streets that are sensitive to urban, suburban or rural contexts and improve transportation safety for all, but especially for vulnerable road users (e.g., people, especially older adults and children, walking and biking).	
05. Facilitate the implementation of Complete Streets and curb space management strategies that accommodate and optimize new technologies, micromobility devices and first/last mile connections to transit and last-mile delivery.	
06. Support implementation of Complete Streets improvements in Priority Equity Communities, particularly with respect to Transportation Equity Zones, as a way to enhance mobility, safety and access to opportunities.	
Transit and Multimodal Integration	
07. Encourage and support the implementation of projects, both physical and digital, that facilitate multimodal connectivity, prioritize transit and shared mobility, and result in improved mobility, accessibility and safety.	Consistent. Policies 07 - 11 provide direction to County and regional agency staff and decision-makers. Implementation of these Policies is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of these

Table 4.1-5
Project Consistency with Connect SoCal 2024 Policies

Policies	Remarks
08. Support connections across the public, private and nonprofit sectors to develop transportation projects and programs that result in improved connectivity.	Policies.
09. Encourage residential and employment development in areas surrounding existing and planned transit/rail stations.	
10. Support the implementation of transportation projects in Priority Equity Communities, particularly with respect to Transportation Equity Zones, as a way to enhance mobility, safety and access to opportunities.	
11. Create a resilient transportation system by preparing for emergencies and the impacts of climate change.	
Transportation System Management	
12. Pursue efficient use of the transportation system using a set of operational improvement strategies that maintain the performance of the existing transportation system instead of adding roadway capacity, where possible.	Consistent. Policies 12 and 13 provide direction to County and regional agency staff and decision-makers. Implementation of these Policies is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of these Policies.
13. Prioritize transportation investments that increase travel time reliability, including build-out of the regional express lanes network.	
Transportation Demand Management	
14. Encourage the development of transportation projects that provide convenient, cost-effective and safe alternatives to single-occupancy vehicle travel (e.g., trips made by foot, on bikes, via transit, etc.).	Consistent. Policy 14 addresses transportation projects. The Project considered in this EIR is not a transportation project, but rather proposes redevelopment within an urban environment served by an existing urban roadway network. The Project would coordinate with Riverside County Transit Agency (RTA), regarding potential bus service and bus amenities serving the Project. As noted previously, the Project would provide bicycle amenities consistent with County and CalGreen requirements. The Project would also provide pedestrian access consistent with County requirements.
15. Encourage jurisdictions and TDM practitioners to develop and expand local plans and policies to promote alternatives to single occupancy vehicle travel for residents, workers and visitors.	Consistent. Policy 15 provides direction to County and regional agency staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of this Policy.
16. Encourage municipalities to update existing (legacy) TDM ordinances by incorporating new travel modes and new technology and by incorporating employment and residential sites of certain populations – for example, employers who have less than 250 employees (below the 250 or more employees threshold identified in AQMD's Rule 2202).	Consistent. Policy 16 provides direction to County and regional agency staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of this Policy.
Technology Integration	
17. Support the implementation of technology designed to provide equal access to mobility, employment, economic opportunity, education, health and other quality-of-life opportunities for all residents within the SCAG region.	Consistent. Policies 17 - 21 provide direction to County and regional agency staff and decision-makers. Implementation of these Policies is beyond the scope of the Project. The Project would not interfere with or obstruct implementation

Table 4.1-5
Project Consistency with Connect SoCal 2024 Policies

Policies	Remarks
18. Advocate for data sharing between the public and private sectors to effectively evaluate the services' benefits and impacts on communities while protecting data security and privacy.	of these Policies.
19. Advocate for technology that is adaptive and responsive to ensure it remains up to date and meets the evolving needs of users and stakeholders.	
20. Promote technology that has the capacity to facilitate economic growth, improve workforce development opportunities, and enhance safety and security.	
21. Proactively monitor and plan for the development, deployment and commercialization of new technology as it relates to integration with transportation infrastructure.	
Safety	
22. Eliminate transportation-related fatalities and serious injuries (especially those involving vulnerable road users, such as people, especially older adults and children, walking and biking) on the regional multimodal transportation system.	Consistent. Policy 22 provides direction to County and regional agency staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of this Policy.
23. Integrate the assessment of equity into the regional transportation safety and security planning process, focusing on the analysis and mitigation of disproportionate impacts on disadvantaged communities.	Consistent. Policy 23 provides direction to County and regional agency staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of this Policy. Further, as substantiated in this EIR, the Project would not result in potentially significant transportation safety impacts, and would therefore not result in any disproportionate impacts on disadvantaged communities.
24. Support innovative approaches for addressing transit safety and security issues so that impacts to transit employees and the public are minimized and those experiencing issues (e.g., unhoused persons) are supported.	Consistent. Policy 24 provides direction to County and regional agency staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of this Policy.
25. Support the use of transportation safety and system security data in investment decision-making, including consideration of new highway and transit/rail investments that would address safety and security needs.	Consistent. Policy 25 provides direction to County and regional agency staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of this Policy.
Funding the System/Users Fees	
26. Promote stability and sustainability for core state and federal transportation funding sources.	Consistent. Policy 26 provides direction to County and regional agency staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of this Policy.
27. Establish a user fee–based system that better reflects the true cost of transportation, provides firewall protection for new and existing transportation funds, and represents	Consistent. Policy 27 provides direction to County and regional agency staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project

Table 4.1-5
Project Consistency with Connect SoCal 2024 Policies

Policies	Remarks
equitable distribution of costs and benefits.	would not interfere with or obstruct implementation of this Policy. The Project would pay all requisite transportation impact fees.
28. Pursue funding tools that promote access to opportunity and support economic development through innovative mobility programs.	Consistent. Policies 28 - 31 provides direction to County and regional agency staff and decision-makers. Implementation of these Policies is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of these Policies.
29. Promote national and state programs that include return-to-source guarantees while maintaining the flexibility to reward regions that continue to commit substantial local Resources.	
30. Leverage locally available funding with innovative financing tools to attract private capital and accelerate project delivery.	
31. Promote local funding strategies that maximize the value of public assets while improving mobility, sustainability and resilience.	
Communities	
Priority Development Areas	
32. Promote the growth of origins and destinations, with a focus on future housing and population growth, in areas with existing and planned urban infrastructure that includes transit and utilities.	Consistent. Policies 32 and 33 provide direction to County and regional agency staff and decision-makers. Implementation of these Policies is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of these Policies.
33. Promote the growth of origins and destinations, in areas with a proclivity toward multimodal options like transit and active transportation, to reduce single occupant vehicle (SOV) dependency and vehicle miles traveled.	
34. Seek to realize scale economies or a critical mass of jobs and destinations in areas across the region that can support non-SOV options and shorter trip distances, combined trips and reduced vehicle miles traveled.	Consistent. Commercial/retail uses proposed by the Project would increase locally-available employment opportunities in the local area and would establish development intensities that could support future transit. Please refer also to remarks at Policy 36.
Housing the Region	
35. Encourage housing development in areas with access to important resources and amenities (economic, educational, health, social and similar) to further fair housing access and equity across the region.	Consistent. The Project does not propose housing. Policy 35 provides direction to County and regional agency staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of this Policy.
36. Encourage housing development in transit-supportive and walkable areas to create more interconnected and resilient communities.	Consistent. The Project does not propose housing. The Project would however support walkable communities by providing locally-available shopping opportunities, and locally-available employment opportunities. The developed Project would also create potential ridership populations that could support provision of transit to the Project area. Commercial/retail uses proposed by the Project would also contribute to diversity of compatible land uses in the Project area, acting generally to promote community resilience.

Table 4.1-5
Project Consistency with Connect SoCal 2024 Policies

Policies	Remarks
37. Support local, regional, state and federal efforts to produce and preserve affordable housing while meeting additional housing needs across the region.	Consistent. The Project does not propose residential development. Please refer also to remarks at Policy 35.
38. Prioritize communities that are vulnerable to displacement pressures by supporting community stabilization and increasing access to housing that meets the needs of the region.	Consistent. Please refer to remarks at Policies 35, 37.
39. Promote innovative strategies and partnerships to increase homeownership opportunities across the region with an emphasis on communities that have been historically impacted by redlining and other systemic barriers to homeownership for people of color and other marginalized groups.	
40. Advocate for and support programs that emphasize reducing housing cost burden (for renters and homeowners), with a focus on the communities with the greatest needs and vulnerabilities.	
41. Support efforts to increase housing and services for people experiencing homelessness across the region.	
15-Minute Communities	
42. Promote 15-minute communities as places with a mix of complementary land uses and accessible mobility options that align with and support the diversity of places (or communities) across the region. These are communities where residents can either access their most basic, day-to-day needs within a 15-minute walk, bike ride or roll from their home or as places that result in fewer and shorter trips because of the proximity of complementary land uses.	Consistent. Please refer to remarks at Policy 36.
43. Support communities across the region to realize 15-minute communities through incremental changes that improve equity, quality of life, public health, mobility, sustainability, resilience and economic vitality.	
44. Encourage efforts that elevate innovative approaches to increasing access to neighborhood destinations and amenities through an array of people-centered mobility options.	
Equitable Engagement and Decision-Making	
45. Advance community-centered interventions, resources and programming that serve the most disadvantaged communities and people in the region, like Priority Equity Communities, with strategies that can be implemented in the short-to-long-term.	Consistent. Policies 45 - 47 provide direction to County and regional agency staff and decision-makers. Implementation of these Policies is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of these Policies.
46. Promote racial equity that is grounded in the recognition of the past and current harms of systemic racism and one that advances restorative justice.	
47. Increase equitable, inclusive, and meaningful representation and participation of people of color and disadvantaged communities in planning processes.	

Table 4.1-5
Project Consistency with Connect SoCal 2024 Policies

Policies	Remarks
Environment	
Sustainable Development	
48. Promote sustainable development and best practices that enhance resource conservation, reduce resource consumption and promote resilience.	Consistent. As substantiated in this EIR, all Project impacts to the environment would be less-than-significant or would be reduced to the maximum feasible extent with the implementation of mitigation measures. The analysis presented at EIR Section 4.5 *Energy* substantiates that the Project would not result in the inefficient, wasteful, or unnecessary consumption of energy. Additionally, as discussed at EIR Section 3.0 *Project Description*, the Project incorporates design features and operational measures that promote energy efficiencies and energy conservation generally.
49. Support communities across the region to advance innovative sustainable development practices.	Consistent. Policy 49 provides direction to County and regional agency staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of this Policy.
50. Recognize and support the diversity of communities across the region by promoting local place-making, planning and development efforts that advance equity, mobility, resilience and sustainability.	Consistent. Policy 50 provides direction to County and regional agency staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of this Policy.
Air Quality	
51. Reduce hazardous air pollutants and greenhouse gas emissions and improve air quality throughout the region through planning and implementation efforts.	Consistent. As substantiated in this EIR, all Project air quality impacts and greenhouse gas impacts would be less-than-significant or would be mitigated to the extent feasible. As also substantiated in this EIR, the Project would not result in or cause any potentially significant hazardous emissions impacts, or potentially significant localized emissions impacts Please refer to EIR Section 4.3 *Air Quality*, Section 4.4 *Greenhouse Gas (GHG) Emissions*. Project design and operational features act generally to reduce energy consumption with related reductions in air pollutants and GHG emissions. Additionally, by establishing a locally available commercial retail development, the Project encourages local patronage acting to reduce travel to more distant shopping venues. This would tend to diminish local and regional vehicle miles traveled (VMT) with correlating reductions in mobile-source air pollutants and mobile-source GHG emissions.
52. Support investments that reduce hazardous air pollutants and greenhouse gas emissions.	
53. Reduce the exposure and impacts of emissions and pollutants and promote local and regional efforts that improve air quality for vulnerable populations, including but not limited to Priority Equity Communities and the AB 617 Communities.	
Clean Transportation	
54. Accelerate the deployment of a zero-emission transportation system and use near-zero-emission technology to offer short-term benefits where zero-emissions solutions are not yet feasible or commercially viable.	Consistent. Policies 54 - 57 provide direction to County and regional agency staff and decision-makers. Implementation of these Policies is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of these Policies.
55. Promote equitable use of and access to clean	

Table 4.1-5
Project Consistency with Connect SoCal 2024 Policies

Policies	Remarks
transportation technologies so that all may benefit from them.	
56. Consider the full environmental life cycle of clean transportation technologies, including upstream production and end of life as an important part of meeting SCAG's objectives in economic development and recovery, resilience planning and achievement of equity.	
57. Maintain a technology-neutral approach in the study of, advancement of and investment in clean transportation technology.	
Natural and Agricultural Lands Preservation	
58. Prioritize the climate mitigation, adaptation, resilience and economic benefits of natural and agricultural lands in the region.	Consistent. Policy 58 provides direction to County and regional agency staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of this Policy.
59. Support conservation of habitats that are prone to hazards exacerbated by climate change, such as wildfires and flooding.	Consistent. Policy 59 provides direction to County and regional agency staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of this Policy. The Project site does not contain sensitive habitat resources. The Project would not otherwise result in significant impacts affecting protected habitat(s). Please refer also to EIR Section 4.7 *Biological Resources*.
60. Support regional conservation planning and collaboration across the region.	Consistent. Policy 60 provides direction to County and regional agency staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of this Policy.
61. Encourage the protection and restoration of natural habitat and wildlife corridors.	Consistent. Policy 61 provides direction to County and regional agency staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of this Policy. The Project site does not contain sensitive habitat resources or wildlife movement corridors. The Project would not otherwise result in significant impacts affecting protected habitat(s) or wildlife movement corridors Please refer also to EIR Section 4.7 *Biological Resources* and remarks at Policy 59.
62. Encourage the conservation and viability of agricultural lands to protect the regional and local food supply and ensure the sustainability of local agriculture as a vital part of the region's economy.	Consistent. Policy 62 provides direction to County and regional agency staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of this Policy.
63. Encourage policy development of the link between natural and agricultural conservation with public health.	Consistent. Policy 63 provides direction to County and regional agency staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of this Policy.

Table 4.1-5
Project Consistency with Connect SoCal 2024 Policies

Policies	Remarks
Climate Resilience	
64. Prioritize the most vulnerable populations and communities subject to climate hazards to help the people, places and infrastructure that are most at risk for climate change impacts. In doing so, recognize that disadvantaged communities are often overburdened.	Consistent. Policies 64 – 68 provide direction to County and regional agency staff and decision-makers. Implementation of these Policies is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of these Policies.
65. Support local and regional climate and hazard planning and implementation efforts for transportation, land use, and other factors.	
66. Support nature-based solutions to increase regional resilience of the natural and built environment.	
67. Promote sustainable water use planning, practices and storage that improve regional water security and resilience in a drier environment.	
68. Support an integrated planning approach to help local jurisdictions meet housing production needs in a drier environment.	
Economy	
Goods Movement	
69. Leverage and prioritize investments, particularly where there are mutual co-benefits to both freight and passenger/commuter rail.	Consistent. Policies 69 – 73 provide direction to County and regional agency staff and decision-makers. Implementation of these Policies is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of these Policies.
70. Prioritize community and environmental justice concerns, together with economic needs, and support workforce development opportunities, particularly around deployment of zero-emission and clean technologies and their supporting infrastructure.	
71. Explore and advance the transition toward zero- emission and clean technologies and other transformative technologies, where viable.	
72. Advance comprehensive, systems-level planning of corridor/supply chain operational strategies that is integrated with road and rail infrastructure and inland port concepts.	
73. Ensure continued, significant investment in a safe, secure, clean and efficient transportation system – including both highways and rail – to support the intermodal movement of goods across the region.	
Broadband	
74. Support ubiquitous regional broadband deployment and access to provide the necessary infrastructure and capability for Smart Cities strategies—to ensure the benefits of these strategies improve safety and are distributed equitably.	Consistent. Policies 74 – 79 provide direction to County and regional agency staff and decision-makers. Implementation of these Policies is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of these Policies.
75. Develop networks that are efficient, scalable, resilient and sustainable to support transportation systems management, operations services and "tele-everything" strategies that reduce vehicle miles traveled, optimize efficiency and	

Table 4.1-5
Project Consistency with Connect SoCal 2024 Policies

Policies	Remarks
accommodate future growth of regional Economies.	
76. Encourage investments that provide access to digital activities that support educational, financial and economic growth.	
77. Advocate for current, accurate data to identify opportunity zones and solutions that support the development of broadband services to community anchor institutions and local businesses.	
78. Promote an atmosphere that allows for healthy competition and speed-driven innovative solutions while remaining technologically neutral.	
79. Use a bottom-up approach to identify and support a community's broadband needs.	
Universal Basic Mobility	
80. Encourage partnerships and policies to broaden safe and efficient access to a range of mobility services that improve connections to jobs, education and basic services.	Consistent. Policies 80 and 81 provide direction to County and regional agency staff and decision-makers. Implementation of these Policies is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of these Policies.
81. Promote increased payment credentials for disadvantaged community members and the transition of cash users to digital payment technologies to address payment barriers.	
Workforce Development	
82. Foster a positive business climate by promoting regional collaboration in workforce and economic development between cities, counties, educational institutions and employers.	Consistent. Policies 82 – 86 provide direction to County and regional agency staff and decision-makers. Implementation of these Policies is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of these Policies.
83. Encourage inclusive workforce development that promotes upward economic mobility.	
84. Support entrepreneurial growth with a focus on underrepresented communities.	
85. Foster a resilient workforce that is poised to effectively respond to changing economic conditions (e.g., market dynamics, technological advances and climate change).	
86. Inform and facilitate data-driven decision-making about the region's workforce.	
Tourism	
87. Consult and collaborate with state, county and local agencies within the region that are charged with promoting tourism and transportation.	Consistent. Policies 87 and 88 provide direction to County and regional agency staff and decision-makers. Implementation of these Policies is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of these Policies.
88. Encourage the reduced use of cars by visitors to the region by working with state, county and local agencies (e.g., park services, transportation agencies) to highlight and increase access to alternative options, including transit, passenger rail and active transportation.	

Sources: Policies from Connect SoCal 2024, pp. 114 – 121; Remarks by Applied Planning, Inc.

Riverside County General Plan - Lake Mathews/Woodcrest Area Plan Consistency

Land Uses and Land Use Policies established under the Riverside County General Plan (General Plan) carry over to the Lake Mathews/Woodcrest Area Plan (Area Plan). The Project site does not lie within any designated Policy Areas established under the Area Plan. Project consistency with Land Use and Planning policies established under the General Plan/Area Plan is summarized at Table 4.1-6.

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Table 4.1-6
Project/General Plan-Area Plan Policy Consistency

Policy	Remarks
LU 1.1 – LU 1.12: Land Use Element Administration Policies.	Consistent. These Policies provide direction to Staff and decision-makers. Implementation of these Policies is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of these Policies.
LU 2.1: Accommodate land use development in accordance with the patterns and distribution of use and density depicted on the General Plan Land Use Map (Figure LU-1) and the Area Plan Land Use Maps, in accordance with the following: a. Provide a land use mix at the countywide and area plan levels based on projected need and supported by evaluation of impacts to the environment, economy, infrastructure, and services. b. Accommodate a range of community types and character, from agricultural and rural enclaves to urban and suburban communities. c. Provide for a broad range of land uses, intensities, and densities, including a range of residential, commercial, business, industry, open space, recreation, and public facilities uses. d. Concentrate growth near community centers that provide a mixture of commercial, employment, entertainment, recreation, civic, and cultural uses to the greatest extent possible. e. Concentrate growth near or within existing urban and suburban areas to maintain the rural and open space character of Riverside County to the greatest extent possible. f. Site development to capitalize upon multi-modal transportation opportunities and promote compatible land use arrangements that reduce reliance on the automobile. g. Prevent inappropriate development in areas that are environmentally sensitive or subject to severe natural hazards.	Consistent. The Project proposes a compatible mix of commercial/retail uses intended to respond to area market demands. The Project site is readily accessible to patrons and employees. The Project site is provided all necessary services and supporting infrastructure. As substantiated in this EIR, the Project site is not considered environmentally sensitive. The Project would not create potentially significant hazards or hazardous conditions. The Project would not expose persons to potentially significant hazards or hazardous conditions. The Project would concentrate commercial/retail development and broaden a ridership base that could support additional transit service to the area. The Lead Agency and Applicant will coordinate site designs with RTA to plan appropriate transit amenities available to the Project. Please refer to EIR Sections 3.0 *Project Description*; 4.1 *Land Use and Planning*, 4.2 *Transportation*, 4.7 *Biological Resources*, 4.8 *Cultural Resources/Tribal Cultural Resources*, 4.9 *Hazards/Hazardous Materials*.
LU 3.1: Accommodate land use development in accordance with the patterns and distribution of use and density depicted on the General Plan Land Use Maps (Figure LU-1) and the Area Plan Land Use Maps in accordance with the	Consistent. The Project would amend the General Plan and Area Plan Land Use Elements to create a cohesive commercial/retail land use located at the intersection of Van Buren Boulevard and Washington Street. The Project would implement a compatible mix of

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Table 4.1-6
Project/General Plan-Area Plan Policy Consistency

Policy	Remarks
following concepts: a. Accommodate communities that provide a balanced mix of land uses, including employment, recreation, shopping, public facilities and housing. b. Assist in and promote the development of infill and underutilized parcels which are located in Community Development areas, as identified on the General Plan Land Use Map. c. Promote parcel consolidation or coordinated planning of adjacent parcels through incentive programs and planning assistance. d. Create street and trail networks that directly connect local destinations, and that are friendly to pedestrians, equestrians, bicyclists, and others using non-motorized forms of transportation. e. Re-plan existing urban cores and specific plans for higher density, compact development as appropriate to achieve the RCIP Vision. f. In new towns, accommodate compact, transit-adaptive infrastructure (based on modified standards that take into account transit system facilities or street network). g. Provide the opportunity to link communities through access to multi-modal transportation systems.	commercial/retail uses (including a retail grocery store, fast food and sit-down restaurants, and various retail stores) intended to respond to area market demands. The Project comprises infill development within an urbanizing area of the Lake Mathews/Woodcrest Area Plan. The Project would redevelop underutilized portions of the Project site with contemporary commercial/retail uses and designs. The Project configuration takes advantage of available infrastructure and promotes efficient use of land and resources generally. The Project would concentrate commercial/retail development and broaden a ridership base that could support additional transit service to the area. The Lead Agency and Applicant will coordinate site designs with RTA to plan appropriate transit amenities available to the Project. Please refer to EIR Sections 3.0 *Project Description*; 4.1 *Land Use and Planning*, 4.2 *Transportation*.
LU 3.2: Use open space, greenways, recreational lands, and watercourses as community separators.	Consistent. The Project would not affect open space, greenways, recreational lands, or watercourses. The Project would not interfere with or obstruct implementation of this Policy.
LU 3.3: Promote the development and preservation of unique communities in which each community exhibits a special sense of place and quality of design.	Consistent. The Project proposes conventional contemporary commercial/retail uses. The Project incorporates edge treatments/screening elements acting to minimize potentially adverse effects of the Project at adjacent sensitive land uses. This EIR substantiates that all localized environmental effects of the Project would be less-than-significant or less-than-significant as mitigated. No unique communities would be adversely affected by the Project.
LU 3.4: Allow techniques, such as incentives or transfer of development credit programs or other mechanisms, to achieve more efficient use of land.	Consistent. This Policy provides direction to Staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or

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Table 4.1-6
Project/General Plan-Area Plan Policy Consistency

Policy	Remarks
	obstruct implementation of this Policy.
LU 3.5: Prepare a community separators map or overlay that will illustrate the intent of the County of Riverside and its residents that Riverside County's distinctive community identities be maintained. The map should be a bubble diagram rather than attempting to delineate policy boundaries. Topographical and geographical features such as mountains, hills, rivers, and floodplains should constitute the community separators in most cases. The map should be used as a tool for Riverside County's use in inter-governmental matters, such as commenting on proposals submitted to or by LAFCO, cities, or tribal authorities.	Consistent. This Policy provides direction to Staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of this Policy.
LU 4.1: Require that new developments be located and designed to visually enhance, not degrade the character of the surrounding area through consideration of the following concepts: a. Compliance with the design standards of the appropriate area plan land use category. b. Require that structures be constructed in accordance with the requirements of Riverside County's zoning, building, and other pertinent codes and regulations. c. Require that an appropriate landscape plan be submitted and implemented for development projects subject to discretionary review. d. Require that new development utilize drought tolerant landscaping and incorporate adequate drought-conscious irrigation systems. e. Pursue energy efficiency through street configuration, building orientation, and landscaping to capitalize on shading and facilitate solar energy, as provided for in Title 24 Part 6 and/or Part 11, of the California Code of Regulations (CCR). f. Incorporate water conservation techniques, such as groundwater recharge basins, use of porous pavement, drought tolerant landscaping, and water recycling, as appropriate. g. Encourage innovative and creative design concepts.	Consistent. The Project's preliminary designs evidence compliance with applicable provisions of the Lake Mathews/Woodcrest Area Plan and the County Zoning Ordinance. The County would ensure compliance with applicable design regulations and standards through established development permit review processes. This would include: • Compliance with applicable Area Plan policies and standards; • Compliance with applicable landscape regulations and standards; • Compliance with County zoning standards including site design standards; • Compliance with Title 24/CALGreen energy standards; • Compliance with County roadway and access design and construction standards; and • Water conservation and stormwater management consistent with County and Regional Water Quality Control Board standards and requirements. The EIR and IS discussions substantiate that all Project environmental impacts would be less-than-significant or less-than-significant as mitigated. Please refer to EIR Sections 3.0 *Project Description*; 4.1 *Land Use and Planning*, 4.2 *Transportation*, 4.3 *Air Quality*, 4.5 *Energy*, 4.10 *Hydrology and Water Quality*, and IS Topic

Table 4.1-6
Project/General Plan-Area Plan Policy Consistency

Policy	Remarks
h. Encourage the provision of public art that enhances the community's identity, which may include elements of historical significance and creative use of children's art. i. Include consistent and well-designed signage that is integrated with the building's architectural character. j. Provide safe and convenient vehicular access and reciprocal access between adjacent commercial uses. k. Locate site entries and storage bays to minimize conflicts with adjacent residential neighborhoods. l. Mitigate noise, odor, lighting, and other impacts on surrounding properties. m. Provide and maintain landscaping in open spaces and parking lots. n. Include extensive landscaping. o. Preserve natural features, such as unique natural terrain, arroyos, canyons, and other drainage ways, and native vegetation, wherever possible, particularly where they provide continuity with more extensive regional systems. p. Require that new development be designed to provide adequate space for pedestrian connectivity and access, recreational trails, vehicular access and parking, supporting functions, open space, and other pertinent elements. q. Design parking lots and structures to be functionally and visually integrated and connected. r. Site buildings access points along sidewalks, pedestrian areas, and bicycle routes, and include amenities that encourage pedestrian activity. s. Establish safe and frequent pedestrian crossings. t. Create a human-scale ground floor environment that includes public open areas that separate pedestrian space from auto traffic or where mixed, it does so with special regard to pedestrian safety. u. Recognize open space, including hillsides, arroyos, riparian areas, and other natural features as amenities that add community identity, beauty,	*Utility and Service Systems*.

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Table 4.1-6
Project/General Plan-Area Plan Policy Consistency

Policy	Remarks
recreational opportunities, and monetary value to adjacent developed areas. v. Manage wild land fire hazards in the design of development proposals located adjacent to natural open space.	
LU 4.2: Require property owners to maintain structures and landscaping to a high standard of design, health, and safety through the following: a. Provide proactive code enforcement activities. b. Promote programs and work with local service organizations and educational institutions to inform residential, commercial, and industrial property owners and tenants about property maintenance methods. c. Promote and support community and neighborhood-based efforts for the maintenance, upkeep, and renovation of structures and sites.	Consistent. This Policy provides direction to Staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of this Policy.
LU 4.3: Create programs to ensure historic preservation.	Consistent. This Policy provides direction to Staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of this Policy. The Project site does not contain any known potentially significant historic resources. The Project would not otherwise affect historic resources.
LU 4.4: Encourage the appropriate interpretive use of historic or prehistoric resources for such things as educational kiosks, specially designed play equipment, or historical landscaping.	Consistent. The Project site does not contain any known potentially significant historic resources. This EIR and supporting Phase I Cultural Resources Assessment (EIR Appendix I) substantiate that all Project cultural resources impacts would be less-than-significant or less-than-significant as mitigated.
LU 4.5: Permit historically significant buildings to vary from building and zoning codes in order to maintain the historical character of Riverside County; providing that the variations do not endanger human life and buildings comply with the State Historic Building Code.	Consistent. The Project site does not contain any potentially historically significant buildings. This EIR and supporting Phase I Cultural Resources Assessment (EIR Appendix I) substantiate that all Project cultural resources impacts would be less-than-significant or less-than-significant as mitigated.
LU 4.6: Promote the availability of day care centers including locating such centers at or near work sites, within high-density residential projects, and near transportation hubs.	Consistent. This Policy provides direction to Staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of this Policy.

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Table 4.1-6
Project/General Plan-Area Plan Policy Consistency

Policy	Remarks
LU 5.1: Ensure that development does not exceed the ability to adequately provide supporting infrastructure and services, such as libraries, recreational facilities, educational and day care centers transportation systems, and fire/police/medical services.	Consistent. The EIR IS substantiates that all Project impacts to utilities infrastructure and service providers would be less-than-significant. Please refer to IS Topics *Public Services*, *Utility and Service Systems*.
LU 5.2: Monitor the capacities of infrastructure and services in coordination with service providers, utilities, and outside agencies and jurisdictions to ensure that growth does not exceed acceptable levels of service.	Consistent. This Policy provides direction to Staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of this Policy. The EIR Initial Study (IS, EIR Appendix A) substantiates that all Utilities and Services impacts would be less-than-significant.
LU 5.3: Review all projects for consistency with individual urban water management plans.	Consistent. The Project does not propose uses that would require preparation of a Water Supply Assessment (WSA). As a Project Condition of Approval, a water service Will-Serve letter from WMWD would be required, indicating willingness to supply water to the Project. Provision of water service by WMWD would be contingent on the Applicant's compliance with WMWD rules and regulations. Additional WMWD requirements for water service may include plan check review and approval, facility construction, inspection, jurisdictional annexation, and payment of financial participation charges. Additionally, the Project would be required to pay applicable water connection and service fees, which act to fund water system improvement plans, operations, and maintenance. Please refer to IS Topic *Utility and Service Systems*.
LU 5.4: Ensure that development and conservation land uses do not infringe upon existing essential public facilities and public utility corridors, which include county regional landfills, fee owned rights-of-way and permanent easements, whose true land use is that of public facilities. This policy will ensure that the public facilities designation governs over what otherwise may be inferred by the large-scale general plan maps.	Consistent. The Project does not propose or require development that would impinge on essential public facilities. Please refer to EIR Sections 3.0 *Project Description*, 4.1 *Land Use and Planning*.
LU 6.1 Provide opportunities to develop a wide range of quality day care facilities, including large and small family day care homes and public and private day care facilities. a. Permit day care facilities where Riverside County usually permits single family residential uses except for areas designated Community Development-	Consistent. This Policy provides direction to Staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of this Policy.

Table 4.1-6
Project/General Plan-Area Plan Policy Consistency

Policy	Remarks
Heavy Industrial and Open Space designations of Mineral Resources, Conservation Habitat, Conservation, and Water and areas where day care facilities are prohibited pursuant to adopted Airport Land Use Compatibility Plans. Limit the capacity of new (or expanded capacity of existing) day care facilities in areas subject to hazards or risk that are not amenable to mitigation such as aircraft accident potential. b. When feasible, require day care facilities in new residential, commercial, office/industrial and larger mixed use developments, except in areas where day care facilities are prohibited pursuant to adopted Airport Land Use Compatibility Plans. Limit the capacity of new (or expanded capacity of existing) day care facilities in areas subject to hazards or risks that are not amenable to mitigation such as aircraft accident potential. c. Promote in high-need locations, especially in conjunction with schools, parks, faith-based institutions, community centers and senior centers.	
LU 6.2: Encourage cities to adopt day care facility policies that are consistent with Riverside County's day care facility policies.	Consistent. This Policy provides direction to Staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of this Policy.
LU 7.1: Require land uses to develop in accordance with the General Plan and area plans to ensure compatibility and minimize impacts.	Consistent. The Project proposes a General Plan Amendment, GPA (Land Use Element) that would redesignate northern areas of the Project site (APN 273-130-014 [2.33 acres] and APN 273-130-019 [2.58 acres]) from RC-VLDR (Rural Community - Very Low Density Residential) to CR (Commercial Retail). The Project uses are allowed under the proposed CR Land Use designation. The proposed GPA would allow for development of the Project's proposed retail/restaurant uses in the northern portion of the Project site. The proposed GPA would also establish a cohesive General Plan Commercial Retail Land Use designation for the Project site in total.
LU 7.2: Notwithstanding the Public Facilities designation, public facilities shall also be allowed in any other land use designation except for the Open Space-Conservation and Open Space-Conservation Habitat land use designations. For purposes of this policy, a public facility shall include all facilities operated by	Consistent. This Policy provides direction to Staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of this Policy.

Table 4.1-6
Project/General Plan-Area Plan Policy Consistency

Policy	Remarks
the federal government, the State of California, the County of Riverside, any special district governed by or operating within the County of Riverside or any city, and all facilities operated by any combination of these agencies.	
LU 7.3: Consider the positive characteristics and unique features of the project site and surrounding community during the design and development process.	Consistent. The Project configuration takes advantage of available infrastructure and promotes efficient use of land and resources generally. The Project incorporates edge treatments/screening elements acting to minimize potentially adverse effects of the Project at adjacent sensitive land uses. Please refer to EIR Sections 3.0 *Project Description*, 4.1 *Land Use and Planning*.
LU 7.4: Retain and enhance the integrity of existing residential, employment, agricultural, and open space areas by protecting them from encroachment of land uses that would result in impacts from noise, noxious fumes, glare, shadowing, and traffic.	Consistent. The Project incorporates edge treatments/screening elements acting to minimize potentially adverse effects of the Project at adjacent sensitive land uses. This EIR substantiates that all localized environmental effects of the Project would be less-than-significant or less-than-significant as mitigated.
LU 7.5: Require buffering to the extent possible between urban uses and adjacent rural/equestrian oriented land uses.	Consistent. The Project incorporates edge treatments/screening elements acting to minimize potentially adverse effects of the Project at adjacent sensitive land uses. This EIR substantiates that all localized environmental effects of the Project would be less-than-significant or less-than-significant as mitigated.
LU 7.6: Require buffering to the extent possible and/or the maintaining of a natural edge for proposed development directly adjacent to National Forests.	Consistent. The Project site is not adjacent to any National Forest. Buffering as specified under this Policy is not required. The Project would not interfere with or obstruct implementation of this Policy.
LU 7.7: Require buffers to the extent possible between development and watercourses, including their associated habitat.	Consistent. The Project site is not adjacent to any water courses or associated habitat. Buffering as specified under this Policy is not required. The Project would not interfere with or obstruct implementation of this Policy.
LU 7.8: Require new developments in Fire Hazard Severity Zones to provide for a fuel clearance/modification zone, as required by the Fire Department.	Consistent. The Project site is not located in a Fire Hazard Severity Zone. The Project would nonetheless provide fuel clearance/modification zone as required by the Fire Department.
LU 7.9: Require buffers between urban uses and adjacent solid waste disposal facilities.	Consistent. There are no active solid waste disposal facilities abutting the Project site. Buffering as specified under this Policy is not required. The Project would not interfere with or obstruct implementation of this Policy.

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Table 4.1-6
Project/General Plan-Area Plan Policy Consistency

Policy	Remarks
LU 7.10: The proponent for new development proposals on forested lands with at least 10% coverage of mature conifer trees, forest land or timber in which three or more acres of forested lands will be cleared (removed) of trees must demonstrate to the County of Riverside compliance with any/all applicable state regulations regarding the protection and operation of said forest resources. As used here, the term, "native trees," shall only apply to naturally-occurring conifers growing above 5,000 feet AMSL elevation. Additionally, replacement trees for all qualifying mature trees removed must be planted at a ratio of 1:1. The replacement trees must be planted on the project site or, where that is infeasible because the entire site must be permanently cleared, on property in an acceptable alternate location, preferably nearby.	Consistent. No forested lands with at least 10% coverage of mature conifer trees, forest land, or timber occur on the Project site. Tree protection/replacement as specified under this Policy is not required. The Project would not interfere with or obstruct implementation of this Policy.
LU 8.1: Accommodate the development of a balance of land uses that maintain and enhance Riverside County's fiscal viability, economic diversity, and environmental integrity.	Consistent. The Project proposes a compatible mix of commercial/retail uses intended to respond to area market demands. The Project commercial/retail uses would generate additional fees and taxes contributing to the County's fiscal viability. The Project would also create employment opportunities for area residents. As substantiated in this EIR, the Project would not result in any significant adverse environmental impacts. Please refer to EIR Sections 3.0 *Project Description*; 4.1 *Land Use and Planning*.
LU 8.2: Promote and market the development of a variety of stable employment and business uses that provide a diversity of employment opportunities.	Consistent. This Policy provides direction to Staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of this Policy.
LU 8.3: Promote the development of focused employment centers rather than inefficient strip commercial development.	Consistent. The Project proposes a mix of compatible commercial/retail uses in a configuration that takes advantage of available infrastructure and promotes efficient use of land and resources generally.
LU 8.4: Allow the flexibility to reevaluate the appropriateness of employment and business land use designations that are non-viable and inefficient.	Consistent. This Policy provides direction to Staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of this Policy.
LU 8.5: Stimulate cooperative arrangements with adjacent cities, counties, regions, and states where programs and projects of mutual benefit can be undertaken.	Consistent. This Policy provides direction to Staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of this Policy.

Table 4.1-6
Project/General Plan-Area Plan Policy Consistency

Policy	Remarks
LU 8.6: Create practical incentives for business development, and avoid disincentives.	Consistent. This Policy provides direction to Staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of this Policy.
LU 8.7: Promote the development and dissemination of marketing information to make business enterprises aware of the opportunities and advantages of location/expansion in Riverside County.	Consistent. This Policy provides direction to Staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of this Policy.
LU 8.8: Stimulate industrial/business-type clusters that facilitate competitive advantage in the marketplace, provide attractive and well landscaped work environments, and fit with the character of our varied communities.	Consistent. This Policy provides direction to Staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of this Policy.
LU 8.9: Allow home enterprise and home occupation activities consistent with preserving the quality of the residential environment in which they are located.	Consistent. This Policy provides direction to Staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of this Policy.
LU 8.10: Locate job centers so they have convenient access to Riverside County's multi-modal transportation facilities.	Consistent. The Project proposes a mix of compatible commercial/retail uses in a configuration that takes advantage of available infrastructure and promotes efficient use of land and resources generally. The Project would concentrate commercial/retail development and broaden a ridership base that could support additional transit service to the area. The Lead Agency and Applicant will coordinate site designs with RTA to plan appropriate transit amenities available to the Project.
LU 8.11: Encourage the involvement of business leaders in overall economic development strategies.	Consistent. This Policy provides direction to Staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of this Policy.
LU 8.12: Improve the relationship and ratio between jobs and housing so that residents have an opportunity to live and work within the county.	Consistent. The Project would provide locally-available employment opportunities, acting to improve the area jobs/housing balance.
LU 9.1: Provide for permanent preservation of open space lands that contain important natural resources, cultural resources, hazards, water features, watercourses including arroyos and canyons, and scenic and recreational values.	Consistent. The Project is not proximate to and would have no effect on open space areas, water features, watercourses (including arroyos and canyons), and scenic and recreational assets. As substantiated in the EIR, the Project would not result in adverse impacts related to or affecting natural resources, cultural resources, or hazards. Please refer to EIR Sections 3.0 *Project Description*, 4.1 *Land Use and Planning*, 4.7 *Biological*

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Table 4.1-6
Project/General Plan-Area Plan Policy Consistency

Policy	Remarks
	Resources, 4.8 *Cultural Resources/Tribal Cultural Resources*, 4.9 *Hazards/Hazardous Materials*.
LU 9.2: Require that development protect environmental resources by compliance with the Multipurpose Open Space Element of the General Plan and federal and state regulations such as CEQA, NEPA, the Clean Air Act, and the Clean Water Act.	Consistent. The Project complies with applicable provisions of the MSHCP, Clean Air Act, and Clean Wate Act. This EIR complies with applicable provisions of CEQA. Please refer to EIR Sections 3.0 *Project Description*, 4.1 *Land Use and Planning*.
LU 9.3: Incorporate open space, community greenbelt separators, and recreational amenities into Community Development areas in order to enhance recreational opportunities and community aesthetics, and improve the quality of life.	Consistent. The Project proposes conventional commercial/retail development intended to respond to area market demands. Designated open space areas, community greenbelt separators, or recreational amenities are not considered appropriate for the Project. The Project would not affect any off-site open space area, community greenbelt separators, or recreational amenities.
LU 9.4: Allow development clustering and/or density transfers in order to preserve open space, natural resources, cultural resources, and biologically-sensitive resources. Wherever possible, development on parcels containing 100-year floodplains, blueline streams and other higher-order watercourses, and areas of steep slopes adjacent to them shall be clustered to keep development out of watercourse and adjacent steep slope areas, and to be compatible with other nearby land uses.	Consistent. This Policy is applicable to residential development. The Project proposes conventional commercial/retail development. The Project would not interfere with or obstruct implementation of this Policy.
LU 9.5: In conjunction with the CEQA review process, evaluate the potential for residential projects not located within existing parks and recreation districts or County Service Areas (CSAs) that provide for neighborhood and community park development and maintenance to be annexed to such districts or CSAs, and require such annexation where appropriate and feasible.	Consistent. The Project does not propose residential development. The Project would not interfere with or obstruct implementation of this Policy.
LU 9.6: If any area is classified by the State Geologist as an area that contains mineral deposits and is of regional or statewide significance, and Riverside County either has designated that area in its general plan as having important minerals to be protected pursuant to subdivision (a) of Section 2761 of the Surface Mining and Reclamation Act, or has otherwise not yet acted pursuant to subdivision (a), then prior to permitting a use which would threaten the	Consistent. The Project is not located in an area classified containing mineral deposits of regional or statewide significance, or otherwise designated as containing important minerals. The Project would not interfere with or obstruct implementation of this Policy.

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Policy	Remarks
potential to extract minerals in that area, Riverside County shall prepare, in conjunction with its project CEQA documentation, a statement specifying its reason for permitting the proposed use, and shall forward a copy to the State Geologist and the State Mining and Geology Board for review.	
LU 9.7: Protect lands designated by the State Mining and Geology Board as being of regional or statewide significance from encroachment of incompatible land uses, such as high-density residential, low-density residential with high values, sensitive public facilities, institutions (e.g., schools, hospitals), etc., by requiring incorporation of buffer zones or visual screening into the incompatible land use.	Consistent. The Project site is not located in an area designated by the State Mining and Geology Board as being of regional or statewide significance. The Project does not propose high-density residential, low-density residential with high values, sensitive public facilities, or institutional uses. The Project would not interfere with or obstruct implementation of this Policy.
LU 10.1: Require that new development contribute their fair share to fund infrastructure and public facilities such as police and fire facilities.	Consistent. The Project would pay development impact fees and fair share fees consistent with Project Conditions of Approval, acting to offset the Project's incremental demands on infrastructure and public facilities.
LU 10.2: Require a fiscal impact analysis for specific plans and major development proposals so as not to have a negative fiscal impact on the County of Riverside.	Consistent. The Project does not propose specific plan development. The Project proposes commercial/retail development that would contribute positively to the County's fiscal condition. The Project would not interfere with or obstruct implementation of this Policy.
LU 11.1: Provide sufficient commercial and industrial development opportunities in order to increase local employment levels and thereby minimize long-distance commuting.	Consistent. The Project proposes commercial/retail development that would create additional employment opportunities.
LU 11.2: Ensure adequate separation between pollution producing activities and sensitive emission receptors, such as hospitals, residences, child care centers and schools.	Consistent. The Project incorporates edge treatment and screening elements acting to minimize potentially adverse effects of the Project at adjacent land uses. The EIR substantiates that all localized impacts of the Project (e.g., air pollutants, noise) would be less-than-significant or less-than-significant as mitigated.
LU 11.3: Accommodate the development of community centers and concentrations of development to reduce reliance on the automobile and help improve air quality.	Consistent. The Project would implement a compatible mix of commercial/retail uses (including a retail grocery store, fast food and sit-down restaurants, and various retail stores) intended to respond to area market demands. The Project comprises infill development within an urbanizing area of the Lake Mathews/Woodcrest Area Plan. Location and configuration of the Project uses would promote localized patronage and

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Policy	Remarks
	provide local employment opportunities, acting to diminish vehicle miles traveled within the region with correlating reduction in regional air pollutants. Please refer to EIR Sections 3.0 *Project Description*, 4.1 *Land Use and Planning*, 4.2 *Transportation*, 4.3 *Air Quality*.
LU 11.4: Provide options to the automobile in communities, such as transit, bicycle and pedestrian trails, to help improve air quality.	Consistent. The Project would concentrate commercial/retail development and broaden a ridership base that could support additional transit service to the area. The Lead Agency and Applicant will coordinate site designs with RTA to plan appropriate transit amenities available to the Project. The Project would be required to provide pedestrian and bicycle amenities conforming to County zoning requirements and Project Conditions of Approval. Please refer to EIR Sections 3.0 *Project Description*, 4.1 *Land Use and Planning*, 4.2 *Transportation*, 4.3 *Air Quality*.
LU 11.5: Ensure that all new developments reduce Greenhouse Gas emissions as prescribed in the Air Quality Element and Climate Action Plan.	Consistent. Project GHG emissions would be reduced as prescribed in the Air Quality Element and Climate Action Plan. As substantiated in this EIR, all Project Air Quality and Greenhouse Gas emissions impacts would be less-than-significant. Please refer to EIR Sections 4.3 *Air Quality*, 4.4 *Greenhouse Gas Emissions*.
LU 12.1: Apply the following policies to areas where development is allowed and that contain natural slopes, canyons, or other significant elevation changes, regardless of land use designation: a. Require that hillside development minimize alteration of the natural landforms and natural vegetation. b. Allow development clustering to retain slopes in natural open space whenever possible. c. Require that areas with slope be developed in a manner to minimize the hazards from erosion and slope failures. d. Restrict development on visually significant ridgelines, canyon edges and hilltops through sensitive siting and appropriate landscaping to ensure development is visually unobtrusive. e. Require hillside adaptive construction techniques, such as post and beam construction, and special foundations for development when the need is	Consistent. The Project site is essentially level. Project development would not adversely affect or be adversely affected by hillsides, significant slopes, ridgelines, or flood-prone areas. The Project would not interfere with or obstruct implementation of this Policy. Please refer to EIR Section 3.0 *Project Description,* IS Topic *Geology/Soils*.

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Policy	Remarks
identified in a soils and geology report which has been accepted by the County of Riverside. f. In areas at risk of flooding, limit grading, cut, and fill to the amount necessary to provide stable areas for structural foundations, street rights-of-way, parking facilities, and other intended uses.	
LU 13.1: Provide land use arrangements that reduce reliance on the automobile and improve opportunities for pedestrian, bicycle, and transit use in order to minimize congestion and air pollution.	Consistent. The Project would concentrate commercial/retail development and broaden a ridership base that could support additional transit service to the area. The Lead Agency and Applicant will coordinate site designs with RTA to plan appropriate transit amenities available to the Project. The Project would be required to provide pedestrian and bicycle amenities conforming to County zoning requirements and Project Conditions of Approval. Please refer to EIR Sections 3.0 *Project Description*, 4.1 *Land Use and Planning*, 4.2 *Transportation*, 4.3 *Air Quality*.
LU 13.2: Locate employment and service uses in areas that are easily accessible to existing or planned transportation facilities.	Consistent. The Project would concentrate commercial/retail development and broaden a ridership base that could support additional transit service to the area. The Lead Agency and Applicant will coordinate site designs with RTA to plan appropriate transit amenities available to the Project. Please refer to EIR Sections 3.0 *Project Description*, 4.1 *Land Use and Planning*, 4.2 *Transportation*.
LU 13.3: Locate transit stations in community centers and at places of public, employment, entertainment, recreation, and residential concentrations.	Consistent. Please refer to remarks at Policy LU 13.2
LU 13.4: Incorporate safe and direct multi-modal linkages in the design and development of projects, as appropriate.	Consistent. Please refer to remarks at Policy LU 13.2.
LU 13.5: Allow traffic-calming elements, such as narrow streets, curb bulbs, textured paving, and landscaping, where appropriate.	Consistent. The Project would incorporate traffic-calming elements consistent with Project Conditions of Approval.
LU 13.6: Require that adequate and accessible circulation facilities exist to meet the demands of a proposed land use.	Consistent. The Project would create a commercial/retail land use located at the intersection of Van Buren Boulevard and Washington Street. The Project would implement on-site and site-adjacent access and circulation improvements consistent with County requirements. The Project configuration takes advantage of available infrastructure and promotes efficient use of land and resources generally. Please refer to EIR Sections 3.0 *Project Description*, 4.1 *Land Use and Planning*, 4.2 *Transportation*.

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Policy	Remarks
LU 13.7: Review projects for consistency with Riverside County's Transportation Demand Ordinance.	Consistent. This Policy provides direction to Staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of this Policy.
LU 14.1 Preserve and protect outstanding scenic vistas and visual features for the enjoyment of the traveling public.	Consistent. The Project would not adversely affect any scenic vistas or significant visual features. The Project would implement conventional commercial/retail uses with contemporary designs. All Project facility designs would be required to conform to applicable County Zoning requirements and would be subject to County development Permit review processes. Please refer to EIR Section 3.0 *Project Description*, IS Topic *Aesthetics*.
LU 14.2: Incorporate riding, hiking, and bicycle trails and other compatible public recreational facilities within scenic corridors.	Consistent. The Project is not located within a scenic corridor, the Project would not affect any off-site scenic corridors. The Project would not interfere with or obstruct implementation of this Policy. Please refer to EIR Section 3.0 *Project Description*, IS Topic *Aesthetics*.
LU 14.3: Ensure that the design and appearance of new landscaping, structures, equipment, signs, or grading within Designated and Eligible State and County scenic highway corridors are compatible with the surrounding scenic setting or environment.	Consistent. Please refer to remarks at Policy LU 14.2.
LU 14.4: Maintain an appropriate setback from the edge of the right-of-way for new development adjacent to Designated and Eligible State and County Scenic Highways based on local surrounding development, topography, and other conditions.	Consistent. Please refer to remarks at Policy LU 14.2.
LU 14.5: Require new or relocated electric or communication distribution lines, which would be visible from Designated and Eligible State and County Scenic Highways, to be placed underground.	Consistent. Please refer to remarks at Policy LU 14.2.
LU 14.6: Prohibit off-site outdoor advertising displays that are visible from Designated and Eligible State and County Scenic Highways.	Consistent. Please refer to remarks at Policy LU 14.2.
LU 14.7: Require that the size, height, and type of on-premises signs visible from Designated and Eligible State and County Scenic Highways be the minimum necessary for identification. The design, materials, color, and location of the signs shall blend with the environment, utilizing natural materials where possible.	Consistent. Please refer to remarks at Policy LU 14.2.

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Policy	Remarks
LU 14.8: Avoid the blocking of public views by solid walls.	Consistent. The Project incorporates edge treatment and screening elements acting to minimize potentially adverse effects of the Project at adjacent land uses. Edge treatment and screening elements would not block public views of any protected visual resources. Please refer to EIR Section 3.0 *Project Description*, IS Topic *Aesthetics*.
LU 15.1: Allow airport facilities to continue operating in order to meet existing and future needs respecting potential noise and safety impacts.	Consistent. Per the *March Air Reserve Base/Inland Airport Land Use Compatibility Plan* (Amended 2023), the Project site is located within March ARB/JPA Influence Area Zone E Other Airport Environs (Compatibility Plan, Proposed Compatibility Map 2023). The Compatibility Plan indicates there would no restrictions related to physical improvements proposed by the Project (Compatibility Plan Table MA-2 Basic Compatibility Criteria). However, because the Project proposes a General Plan Amendment and Zone change within the Influence Area, the Project is subject to Riverside County Airport Land Use Commission (ALUC) review. The ALUC has reviewed and approved the Project subject to certain Conditions of Approval. The Lead Agency will ensure compliance with ALUC Conditions through established development review processes. Please refer also to ALUC review/approval documentation presented at EIR Appendix L.
LU 15.2: Review all proposed projects and require consistency with any applicable airport land use compatibility plan as set forth in Appendix I-1 and as summarized in the Area Plan's Airport Influence Area section for the airport in question.	Consistent. Please refer to remarks at Policy LU 15.1.
LU 15.3: Review all subsequent amendments to any airport land use compatibility plan and either amend the General Plan to be consistent with the compatibility plan or overrule the Airport Land Use Commission as provided by law (Government Code Section 65302.3).	Consistent. Please refer to remarks at Policy LU 15.1.
LU 15.4: Prior to the adoption or amendment of the General Plan or any specific plan, or the adoption or amendment of a zoning ordinance or building regulation within the Airport Influence Area of any airport land use compatibility plan, refer such proposed actions to the ALUC for review and determination as provided by the Airport Land Use Law.	Consistent. Please refer to remarks at Policy LU 15.1.

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Policy	Remarks
LU 15.5: If the General Plan has not been found consistent with the applicable Airport Land Use Compatibility Plan (ALUCP), and the County of Riverside has not overruled the ALUC, refer all actions, regulations, or permits within the Airport Influence Area to the ALUC for review and determination as provided by the Airport Land Use Law.	Consistent. Please refer to remarks at Policy LU 15.1.
LU 15.6: If the General Plan has been found consistent with the applicable ALUCP, the County of Riverside may elect to voluntarily submit proposed actions, regulations, or permits to the ALUC for an advisory review if: a. There is a question as to the purpose, intent or interpretation of an ALUCP; or b. Assistance is needed in airport land use matters.	Consistent. Please refer to the remarks at Policy LU 15.1.
LU 15.7: Allow the use of development clustering and/or density transfers to meet airport compatibility requirements as set forth in the applicable airport land use compatibility plan.	Consistent. Please refer to remarks at Policy LU 15.1.
LU 15.8: In accordance with FAA criteria, avoid locating sanitary landfills and other land uses that are artificial attractors of birds within 10,000 feet of any runway used by turbine-powered aircraft and within 5,000 feet of other runways. Also avoid locating attractors of other wildlife that can be hazardous to aircraft operations in locations adjacent to airports.	Consistent. Please refer to remarks at Policy LU 15.1.
LU 15.9: Ensure that no structures or activities encroach upon or adversely affect the use of navigable airspace.	Consistent. Please refer to remarks at Policy LU 15.1.
LU 16.1 – LU 16.3: Wind Energy Resources.	Consistent. The Project does not propose or require development of wind energy resources. The Project would not interfere with or obstruct implementation of these Policies.
LU 17.1: Permit and encourage solar energy systems as an accessory use to any residential, commercial, industrial, mining, agricultural or public use.	Consistent. The Project would be required to comply with Title 24 and CalGreen energy efficiency requirements in effect at the time of development permit application(s). As part of these requirements, the Project would be required to comply with the state's solar array and battery energy storage system (BESS) requirements for new commercial buildings. The Project in total would achieve a minimum 100 CAP Screening Table points to include solar energy systems where feasible. Please refer to EIR Sections 3.0

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Policy	Remarks
	Project Description, 4.4 *Greenhouse Gas Emissions*, 4.5 *Energy*.
LU 17.2: Permit and encourage, in an environmentally and fiscally responsible manner, the development of renewable energy resources and related infrastructure, including but not limited to, the development of solar power plants in the County of Riverside.	Consistent. This Policy provides direction to Staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of this Policy.
LU 18.1: Ensure compliance with Riverside County's water-efficient landscape policies. Ensure that projects seeking discretionary permits and/or approvals develop and implement landscaping plans prepared in accordance with the Water-Efficient Landscape Ordinance (Ordinance No. 859), the County of Riverside Guide to California Friendly Landscaping and Riverside County's California Friendly Plant List. Ensure that irrigation plans for all new development incorporate weather-based controllers and utilize state-of-the-art water-efficient irrigation components.	Consistent. The Project would be required to comply with all County landscaping and irrigation system requirements. Preliminary landscape/irrigation plans developed for the Project and submitted as part of the Project application package demonstrate the Project complies with, or can feasibly comply with, applicable County landscaping/irrigation requirements. Please refer to EIR Section 3.0 *Project Description*.
LU 18.2: Minimize use of turf. Minimize the use of natural turf in landscape medians, front-yard typical designs, parkways, other common areas, etc. and use drought tolerant planting options, mulch, or a combination thereof as a substitute. Limit the use of natural turf to those areas that serve a functional recreational element. Incorporate other aesthetic design elements such as boulders, stamped concrete, pavers, flagstone, decomposed granite, manufactured rock products to enhance visual interest and impact.	Consistent. Please refer to remarks at Policy LU 18.1.
LU 18.3: Design and field check irrigation plans to reduce run-off. Emphasize the use of subsurface irrigation techniques for landscape areas adjoining non-permeable hardscape. Utilize subsurface irrigation or other low volume irrigation technology in association with long, narrow, or irregularly shaped turf areas. Minimize use of irregularly shaped turf areas.	Consistent. Please refer to remarks at Policy LU 18.1.
LU 18.4: Coordinate Riverside County water-efficiency efforts with those of local water agencies. Support local water agencies' water conservation efforts.	Consistent. This Policy provides direction to Staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of this Policy.

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Policy	Remarks
LU 18.5: Emphasize and expand the use of recycled water in conjunction with local water agencies. Recycled water determined to be available pursuant to Section 13550 of the California State Water Code shall be used for appropriate non-potable uses whenever it: a) provides a beneficial use to the customer; b) is economically and technically feasible; c) is consistent with applicable regulatory requirements; and d) is in the best interests of public health, safety, and welfare. With the exception of non-common areas of single-family home residential developments, all other irrigation systems must be designed and installed to accommodate the current or future use of recycled water for irrigation. If no recycled water availability exists or is imminent in the vicinity of a project (as determined by prevailing water agency), all subsurface piping shall be installed as "recycled water ready" to reduce future retrofit costs. Such irrigation plans shall be developed in accordance with standards and policies of the applicable recycled water purveyor. Recycled water systems shall be designed to meet regulatory requirements of the California Department of Public Health and the local recycled water purveyor.	Consistent. This Policy provides direction to Staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of this Policy.
LU 18.6: Encourage Public Participation in Water Conservation Efforts. More outreach is needed to change the public perception of water-efficient landscaping and the design/care of such landscapes as they are a departure from that "green" paradigm with which many Riverside County residents are familiar. To achieve this objective the County of Riverside will: a. Develop tools designed to assist landowners with converting to attractive, drought tolerant landscapes. b. Participate in outreach efforts designed to educate the developers, landscape personnel, nurseries, retail establishments, and the public on water-efficient landscaping and wise water-use programs. c. Promote the use of drought tolerant plants and irrigation components.	Consistent. This Policy provides direction to Staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of this Policy.

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Policy	Remarks
LU 19.1: Where appropriate, use any adopted Density Transfer Program to help implement Rural Village Overlay Study Areas and the Multi-Species Habitat Conservation Program.	Consistent. This Project is not located within a Rural Village Overlay Study Area or an area affected by a Multi-Species Habitat Conservation Program. The Project would not interfere with or obstruct implementation of this Policy.
LU 20.1 – LU 20.12: Agriculture.	Consistent. These Policies address agricultural land uses. The Project would not adversely affect Agricultural land uses or be adversely affected by Agricultural land uses. The Project would not interfere with or obstruct implementation of this Policy. Please refer to EIR Sections 3.0 *Project Description*, 4.1 *Land Use and Planning*, IS Topic *Agriculture & Forest Resources*.
LU 21.1 – LU 21.7: Rural.	Consistent. These Policies address rural land uses. The Project would not adversely affect Rural land uses or be adversely affected by rural land uses. The Project would not interfere with or obstruct implementation of these Policies. Please refer to EIR Sections 3.0 *Project Description*, 4.1 *Land Use and Planning*.
LU 22.1 – LU 22.8: Rural Community.	Consistent. The Project proposes a General Plan Amendment, GPA (Land Use Element) that would redesignate northern areas of the Project site (APN 273-130-014 [2.33 acres] and APN 273-130-019 [2.58 acres]) from RC-VLDR (Rural Community - Very Low Density Residential) to CR (Commercial Retail). The Proposed GPA would create a cohesive commercial/retail land use located at the intersection of Van Buren Boulevard and Washington Street. The Project would implement a compatible mix of commercial/retail uses (including a retail grocery store, fast food and sit-down restaurants, and various retail stores) intended to respond to area market demands. Please refer to remarks at Policy LU 7.1 et al.
LU 23.1: An amendment to, but not from, the Open Space Foundation Component and the corresponding change from any other Foundation Component may be treated as an entitlement/policy amendment and processed as defined in Section 2.4 General Plan Technical Amendments and Entitlement/Policy Amendments of Ordinance No. 348.	Consistent. The Project does not propose or require amendment of the Open Space Foundation Component. The Project would not interfere with or obstruct implementation of this Policy. Please refer to EIR Sections 3.0 *Project Description*, 4.1 *Land Use and Planning*.
LU 23.2: Require that structures be designed to maintain the environmental character in which they are located.	Consistent. Please refer to remarks at Policies LU 3.3, LU 4.1.

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Policy	Remarks
LU 24.1: Open Space-Conservation, Open Space-Conservation Habitat, or Open Space-Water. Cooperate with the California Department of Fish and Wildlife (CDFW), United States Fish and Wildlife Service (USFWS), and any other appropriate agencies in establishing programs for the voluntary protection, and where feasible, voluntary restoration of significant environmental habitats.	Consistent. This Policy provides direction to Staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of this Policy. Note further, as discussed in the EIR, the Project would not result in any adverse effects to biological resources. Please refer to EIR Section 4.7 *Biological Resources*.
LU 25.1: The County of Riverside shall develop and maintain a regional park system that provides recreational opportunities for residents and visitors of Riverside County.	Consistent. This Policy provides direction to Staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of this Policy.
LU 25.2: Provide for a balanced distribution of recreational amenities.	Consistent. This Policy provides direction to Staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of this Policy.
LU 25.3: Require that park facilities be accessible to the community, regardless of age, physical limitation or income level.	Consistent. This Policy provides direction to Staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of this Policy.
LU 25.4: Require that new development meet or exceed the parkland requirements as established in the Quimby Act and Riverside County enabling ordinances.	Consistent. The Project proposes commercial/retail development and is not subject to parkland requirements established under the Quimby Act or Riverside County ordinance(s).
LU 26.1 – LU 26.6: Open Space – Rural.	Consistent. These Policies address Open-Space-Rural land uses. The Project would not adversely affect Open-Space-Rural land uses or be adversely affected by Open-Space-Rural land uses. The Project would not interfere with or obstruct implementation of these Policies. Please refer to EIR Sections 3.0 *Project Description*, 4.1 *Land Use and Planning*.
LU 27.1 – LU 27.5: Open Space – Mineral Resource.	Consistent. These Policies address Open Space – Mineral Resources land uses. The Project would not adversely affect Open Space – Mineral Resources or be adversely affected by Open Space – Mineral Resources land uses. The Project would not interfere with or obstruct implementation of these Policies. Please refer to EIR Sections 3.0 *Project Description*, 4.1 *Land Use and Planning*, IS Topic *Mineral Resources.*
LU 28.1 – LU 28.12: Residential Area Plan Land Use Designations.	Consistent. The Project proposes a General Plan Amendment, GPA (Land Use Element) that would redesignate northern areas of the Project site (APN 273-130-014 [2.33 acres]

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Table 4.1-6
Project/General Plan-Area Plan Policy Consistency

Policy	Remarks
	and APN 273-130-019 [2.58 acres]) from RC-VLDR (Rural Community - Very Low Density Residential) to CR (Commercial Retail). The Project is not subject to SB 330 considerations as noted herein. The Project uses are allowed under the proposed CR Land Use designation. The proposed GPA would allow for development of the Project's proposed retail/restaurant uses in the northern portion of the Project site. The proposed GPA would also establish a cohesive General Plan Commercial Retail Land Use designation for the Project site in total.
LU 29.1 – LU 29.10: Commercial.	Consistent. The Project proposes commercial/retail development that would implement and support County Commercial land use policies. Please refer to remarks at Policies LU 2.1, LU 3.1, LU 8.1, LU 8.3, LU 8.10, LU 11.3; EIR Section 4.1 *Land Use and Planning*.
LU 30.1: Accommodate the continuation of existing and development of new industrial, manufacturing, research and development, and professional offices in areas appropriately designated by General Plan and area plan land use maps.	Consistent. The Project does propose or require development of new industrial, manufacturing, research and development, and professional offices. The Project would not interfere with or obstruct implementation of this Policy.
LU 30.2: Control heavy truck and vehicular access to minimize potential impacts on adjacent properties.	Consistent. The Project does not propose or require designs or facilities that would result in adverse impacts at adjacent properties due to heavy truck and vehicular access. The County would ensure compliance with truck and vehicular access requirements through established development review processes. Please refer to EIR Sections 3.0 *Project Description*, 4.2 *Transportation*.
LU 30.3: Protect industrial lands from encroachment of incompatible or sensitive uses, such as residential or schools that could be impacted by industrial activity.	Consistent. The Project does not propose or require development that would encroach on or otherwise affect or be affected by industrial uses. The Project would not interfere with or obstruct implementation of this Policy.
LU 30.4: Concentrate industrial and business park uses in proximity to transportation facilities and utilities, and along transit corridors.	Consistent. The Project does not propose or require development of industrial and business park uses. The Project proposes commercial/retail that takes advantage of available roadway access. The Project would concentrate commercial/retail development and broaden a ridership base that could support additional transit service to the area. The Lead Agency and Applicant will coordinate site designs with RTA to plan appropriate transit amenities available to the Project. The Project would not interfere with or obstruct implementation of this Policy. Please refer to EIR Sections 3.0 *Project Description*; 4.1 *Land Use and Planning*, 4.2 *Transportation*.

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Table 4.1-6
Project/General Plan-Area Plan Policy Consistency

Policy	Remarks
LU 30.5: Allow for the inclusion of day care centers, public meeting rooms, and other community-oriented facilities in industrial districts.	Consistent. This Policy provides direction for Staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of this Policy.
LU 30.6: Control the development of industrial uses that use, store, produce, or transport toxins, generate unacceptable levels of noise or air pollution, or result in other impacts.	Consistent. The Project does not propose or require industrial uses that use, store, produce, or transport toxins, or generate unacceptable levels of noise or air pollution. As discussed in the EIR, the Project would not result in any adverse effects related to air pollutants, noise, or hazards/hazardous materials. Please refer to EIR Sections 3.0 *Project Description*, 4.3 *Air Quality*, 4.6 *Noise*, 4.9 *Hazards/Hazardous Materials*. The Project would not interfere with or obstruct implementation of this Policy.
LU 30.7: Require that adequate and available circulation facilities, water resources, and sewer facilities exist to meet the demands of the proposed land use.	Consistent. The Project development concept provides for adequate access and circulation. Water and sewer services available to the Project are considered adequate. The Project would implement roadway access consistent with Project Conditions of Approval. Additionally, as a Project Condition of Approval, a water service/sewer service Will-Serve letter(s) from WMWD would be required, indicating willingness to serve the Project. Provision of water service/sewer service by WMWD would be contingent on the Applicant's compliance with WMWD rules and regulations. Please refer to EIR Section 3.0 *Project Description*, IS Topic *Utilities/Service Systems*.
LU 30.8: Require that industrial development be designed to consider their surroundings and visually enhance, not degrade, the character of the surrounding area.	Consistent. The Project does not propose industrial development. Commercial/retail uses proposed by the Project would not result in potentially adverse visual impacts. Please refer to EIR Section 3.0 *Project Description*, IS Topic *Aesthetics*. The Project would not interfere with or obstruct implementation of this Policy.
LU 30.9: Floor to Area Ratio (FAR) is intended for planning purposes only. The Planning Director or his/her designee shall have the discretion to authorize the use of a FAR that is less intense in order to encourage good project design and efficient site utilization.	Consistent. The Project would comply with FAR requirements established by the Planning Director or Planning Director designee.
LU 31.1 – LU 31.7: Public Facility.	Consistent. These Policies address Public Facility land uses. The Project would not adversely affect Public Facility land uses or be adversely affected by Public Facility land uses. The Project would not interfere with or obstruct implementation of this Policy. Please refer to EIR Sections 3.0 *Project Description*, 4.1 *Land Use and Planning*.

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Table 4.1-6
Project/General Plan-Area Plan Policy Consistency

Policy	Remarks
LU 32.1 – LU 32.12: Community Center.	Consistent. These Policies address Community Center land uses. The Project would not adversely affect Community Center land uses or be adversely affected by Community Center land uses. The Project would not interfere with or obstruct implementation of this Policy. Please refer to EIR Sections 3.0 *Project Description*, 4.1 *Land Use and Planning*.
LU 33.1 and LU 33.2: Mixed Use Area.	Consistent. These Policies address Mixed Use Area land uses. The Project would not adversely affect Mixed Use Area land uses or be adversely affected by Mixed Use Area land uses. The Project would not interfere with or obstruct implementation of these Policies. Please refer to EIR Sections 3.0 *Project Description*, 4.1 *Land Use and Planning*.
LU 33.1 – LU 33.3: Community Center Overlay.	Consistent. These Policies address Community Center Overlay land uses. The Project would not adversely affect Community Center Overlay land uses or be adversely affected by Community Center Overlay land uses. The Project would not interfere with or obstruct implementation of these Policies. Please refer to EIR Sections 3.0 *Project Description*, 4.1 *Land Use and Planning*.
LU 34.1 – LU 34.5: Rural Village Overlay and Rural Village Land Use Overlay.	Consistent. These Policies address Rural Village Overlay and Rural Village Land Use Overlay land uses. The Project would not adversely affect Rural Village Overlay and Rural Village Land Use Overlay land uses or be adversely affected by Rural Village Overlay and Rural Village Land Use Overlay land uses. The Project would not interfere with or obstruct implementation of these Policies. Please refer to EIR Sections 3.0 *Project Description*, 4.1 *Land Use and Planning*.
LU 35.1: Require that proposed projects on properties designated with the Closed Landfill Policy Area be reviewed by the Department of Waste Management and the Department of Environmental Health to assure that future development is designed to protect public health and safety.	Consistent. The Project is not located on a property designated Closed Landfill Policy Area. The Project would not interfere with or obstruct implementation of this Policy. Please refer to EIR Sections 3.0 *Project Description*, 4.1 *Land Use and Planning*.
LU 36.1 – LU 36.4: Eastern Riverside County Desert Areas (Non-Area Plan).	Consistent. These Policies address development within Eastern Riverside County Desert Areas (Non-Area Plan). The Project is located in Western Riverside County, within the Lake Mathews/Woodcrest Area Plan. The Project would not interfere with or obstruct implementation of these Policies. Please refer to EIR Sections 3.0 *Project Description*, 4.1 *Land Use and Planning*.

Table 4.1-6
Project/General Plan-Area Plan Policy Consistency

Policy	Remarks
LU 37.1 – 37.5: Areas Subject to Indian Jurisdiction.	Consistent. These Policies address development within Areas Subject to Indian Jurisdiction. The Project is not located within Areas Subject to Indian Jurisdiction. The Project would not interfere with or obstruct implementation of these Policies. Please refer to EIR Sections 3.0 *Project Description*, 4.1 *Land Use and Planning*.

Summary and Conclusion

As substantiated in Tables 4.1-5 and 4.1-6, the Project would be consistent with policies and direction established under Connect SoCal 2024, Riverside County General Plan, and Lake Mathews/Woodcrest Area Plan. The Project would not cause or result in any significant environmental effects due to potential conflict(s) with the aforementioned plans and policies.

Additionally, the Project would be required to comply with regulations and standards established under the County Zoning Ordinance, acting to further diminish potential land use/planning conflicts.

The County of Riverside would ensure compliance of the Project final designs with applicable policies, regulations, and standards through established design and development review processes.[7]

Compatibility With Surrounding Land Uses and Community Context

The Project would redevelop and expand on an existing developed commercial property. The Project site is located within an area characterized by a mix of commercial uses along Washington Street and Van Buren Boulevard, bounded by existing residential uses in a broader context. In this regard, land uses opposite the Project site across Washington Street are fully developed with commercial retail uses. The Project therefore represents an infill/reuse development within an already urbanized and commercially oriented setting, rather than the introduction of an entirely new or incompatible land use into an established residential or agricultural area.

The Project's commercial use is compatible with the function and character of the adjacent transportation corridors and nearby commercial development. The Project would make productive use of a site located within an already improved area used for commercial purposes, thereby avoiding the conversion of undeveloped land and maintaining the pattern of service-oriented and retail commercial activity in the area. The Project's site

[7] See: https://planning.rctlma.org/development-review-flowcharts

design, access, parking, landscaping, lighting, and operational features would be subject to applicable County development standards and permit requirements. These requirements act to ensure that the Project is appropriately integrated with its surroundings and potential interface effects including: circulation, noise, lighting, visual character, drainage, and site access. All of these considerations are addressed in the EIR and would be reviewed in detail through County final design and development review processes.

Although residential uses occur in the vicinity, the Project would not directly displace housing, divide an established neighborhood, or physically interfere with access to nearby properties. The Project's location on a site with an existing commercial use, together with its relationship to the established commercial corridor, provides a logical transition between nearby commercial activity and surrounding residential areas. The continued commercial use of the site is consistent with the existing development pattern. The Project would also support broader community objectives associated with the orderly development and redevelopment of properties, maintenance of local commercial services, and continued economic activity along an established commercial corridor. By investing in the commercial uses proposed by the Project site, the Project would provide a land use that is accessible to surrounding residents and businesses while reducing pressure to accommodate comparable commercial development on vacant or more environmentally sensitive land elsewhere in the community. The Project's contribution to commercial continuity, site investment, and potential customer-serving opportunities supports its compatibility with the area's established land-use framework.

On this basis, the potential for the Project to conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project adopted for the purpose of avoiding or mitigating an environmental effect is considered less than significant.

Level of Significance: Less-Than-Significant.

OTHER CONSIDERATIONS

Potential Impact: *Potential for the Project to Result in or Contribute to Urban Decay.*

Impact Analysis: The Project will allow for relocation of the existing Stater Bros. grocery store (Store No. 80), currently situated east of the Project site across Washington Street. If the existing store building is left without a tenant, prolonged vacancy could create adverse physical conditions collectively known as "urban blight." Similarly, the Project could exert competitive market pressures that may cause closure of other commercial/retail uses in the surrounding market area, potentially resulting in long-term vacancies and urban decay.

Under CEQA, economic and social effects are not environmental impacts in themselves. However, physical deterioration indirectly resulting from economic effects—such as urban decay—falls within the scope of CEQA review. Urban decay refers to significant physical deterioration attributable to sustained retail failures and long-standing vacancies, which may manifest as abandoned or deteriorated buildings, boarded windows and doors, graffiti, illegal dumping, overgrown weeds, and related conditions. This analysis presented here evaluates whether the Project's potential market effects could reasonably result in physical changes associated with urban decay. Specifically, the discussion considers whether closure of affected businesses could lead to untenantable properties, reduced maintenance, and deterioration of structures and facilities. The analysis examines the Project's effects on the competitive retail environment and assesses whether vacancy levels are likely to be of sufficient scale or duration to cause urban decay. Based on quantifiable market demand and inventory data, the Project's potential to result in or contribute to urban decay is substantiated to be less than significant.

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Project Urban Decay Study

Overview

The *Urban Decay Study For Woodcrest Retail Center Project* (The Natelson Dale Group, Inc.) June 12, 2025 (Appendix B) evaluates whether the Project could cause urban decay by estimating trade area demand versus the aggregate square footage and sales capacity of the Project's proposed and existing retail, grocery, restaurant, convenience, and gasoline station spaces. The Study follows recognized CEQA practice and quantifies both supply and demand, identifying thresholds where business closures and physical deterioration could plausibly result.

Urban Decay Study Key Methodological Elements:

- Defines a trade area using a tailored three-mile radius centered on the Project, consistent with retail industry standards.
- Inventories retail space and tenants using CoStar data and field verification.
- Projects population and income using ESRI and SCAG data.
- Calculates retail demand and corresponding square footage needs for key sectors.
- Assesses net additional retail demand, factoring Project's new floor area and future area growth.
- Evaluates the likelihood and scale of business closures, vacancies, and deterioration due to competitive effects.

Setting

Trade Area Boundaries

The Project's trade area is defined by a 3-mile radius from the site, adjusted to exclude overlapping competitive centers to the north and east and to include underserved areas to the south. This tailored Woodcrest Retail Trade Area is consistent with International Council of Shopping Centers (ICSC) standards and reflects patterns and consumer behavior relevant to supermarket-anchored shopping centers (Urban Decay Study, p. 3). The Existing Trade Area Retail Space Inventory is summarized below.

Existing Trade Area Retail Space Inventory

- Total retail space: ~159,000 square feet within the trade area.
- Category breakdown:
    - GAFO [8] shops: 44,294 square feet
    - Supermarket (Stater Bros.): 29,120 square feet (existing, slated for relocation)
    - Convenience food/liquor: 12,320 square feet
    - Restaurants: 30,166 square feet
    - Building materials/garden: 44,297 square feet

Retail centers within the Trade Area show no signs of existing urban decay; properties are generally maintained and functioning (Urban Decay Study, p. 6).

Standards of Significance

Urban decay as a potentially significant impact under CEQA would result if:

- Sales diversion(s) are severe enough to cause store closures, and
- Closures are so widespread—either by square footage or loss of anchor tenants—that they undermine the long-term viability of centers, producing physical deterioration and impairing public welfare.

A single store closure, by itself, is not urban decay. Urban decay is established when sustained vacancies result in dilapidation and neglect at a material scale.

Impact Analysis:

The potential for the Project to result in urban decay effects is evaluated by estimating trade area demand versus the aggregate square footage and sales capacity of the Project's proposed and existing retail, grocery, restaurant, convenience, and gasoline station spaces.

[8] "GAFO" is a retail industry acronym for the General Merchandise, Apparel, Furniture, and Other/Specialty sales categories. The GAFO retail categories are also referred to as "shopper" or "comparison" goods.

Table 4.1-7 presents a summary of the Urban Decay Study conclusions regarding both existing and supportable commercial/retail square footage within the Market Area. Estimates of supportable space are conservatively based on existing (2024) conditions, with further expansion anticipated by the Project's anticipated opening year (2027) and continued growth projected over the next 15 years.

Table 4.1-7
Existing and Supportable Retail Space

Retail Category	Existing SF	Supportable Space (SF 2024)	Net Additional Supportable Space (SF)
GAFO (Shopper Goods)	44,294	385,107	340,813
Supermarkets	29,120	72,198	43,078
Convenience/Specialty Food/Liquor	14,439	19,829	5,390
Food Service and Drinking	30,166	96,725	66,559
Bldg. Materials & Garden Equip./Supplies	44,297	53,736	9,439
Auto Parts	0	20,453	20,453
Service Stations	N/A	NA	N/A
Total	162,316	648,048	485,732

Source: *Urban Decay Study for Woodcrest Retail Center Project* (The Natelson Dale Group, Inc.) June 12, 2025.

As illustrated in Table 4.1-7, in every applicable retail category, there is substantial net supportable space within the Market Area to accommodate the Project's proposed components. This indicates a clear presence of unmet market demand, rather than an oversupply of space, to support the new development.

Based on the preceding discussions and detailed analysis presented in the Project Urban Decay Study:

- The proposed incremental supply in retail/commercial space that would result from the Project is modest even when compared to existing demand. Incremental effects of the Project would be further diminished as demand in the trade area expands under near- and long-term conditions.
- The trade area is characterized as *underserved* for retail, and anchors (Dollar Tree, Michaels, Stater Bros.) occupy the main shopping center slated for reuse.
- Residual demand anticipates the rapid absorption of vacated space (e.g., the old Stater Bros. store), minimizing the risk of long-term vacancy, physical deterioration, or the onset of urban decay conditions.

Cumulative Impacts

Planned and pending projects (excluding gasoline/convenience store categories) total ~46,393 square feet, absorbed by projected net demand increases to ~523,000 square feet (2027) and ~587,000 square feet (2040).

- For gasoline/convenience, by 2027, the area supports 5,900 square feet of convenience space versus 5,127 square feet "effective" new supply (discounting the peripheral Arco), ensuring demand exceeds supply.
- Transient/visitor demand is not included, making the analysis conservative; real absorption may be faster than the projections.

Summary and Conclusions

Based on the above, the Project would not, individually or cumulatively, result in:

- Business closures or persistent vacancies at a scale likely to cause urban decay.
- Significant indirect physical environmental impacts due to economic changes.

Level of Significance: Less-Than-Significant.

4.2 TRANSPORTATION

4.2 TRANSPORTATION

Abstract

Potential transportation impacts considered in this Section are consistent with those identified in Woodcrest Retail Center Project Initial Study, June 2025; County of Riverside, Environmental Assessment Form: Initial Study. The EIR Initial Study in its entirety is presented at EIR Appendix A.

As established through the EIR Initial Study process, the Project could result in potentially significant impacts under the following topic, considered in detail within this Section:

- *Conflict or be inconsistent with* CEQA Guidelines *section 15064.3, subdivision (b).*
- *Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.*

As substantiated in the analyses within the Section, the above potential impacts of the Project would be less than significant. Please refer also to supporting technical analysis presented in Woodcrest Retail Vehicle Miles Traveled (VMT) Screening Evaluation *(Urban Crossroads, Inc.), May 30, 2025 (Project VMT Screening Evaluation), and* Woodcrest Retail Center Traffic Analysis *(Urban Crossroads, Inc.) June 23, 2026 (Project TA). Both of the technical studies are provided at EIR Appendix C.*

Impacts previously determined not to be potentially significant through the EIR Initial Study process include the following:

- *Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);*

- *Cause an effect upon, or a need for new or altered maintenance of roads;*
- *Result in inadequate emergency access or access to nearby uses;*
- *Result in potentially significant impacts to bike trails.*

These potential impacts are not further substantively addressed within this Section. See also EIR Appendix A, Initial Study EIR Table 1.7-1, Summary of Impacts Determined Not to be Potentially Significant.

4.2.1 INTRODUCTION

Information presented in this Section has been summarized or excerpted from: *Woodcrest Retail Vehicle Miles Traveled (VMT) Screening Evaluation* (Urban Crossroads, Inc.), May 30, 2025 (Project VMT Screening Evaluation), *and Woodcrest Retail Center Traffic Analysis* (Urban Crossroads, Inc.) June 23, 2026 (Project TA). The Project VMT Screening Evaluation and Project TA are presented at DEIR Appendix C.

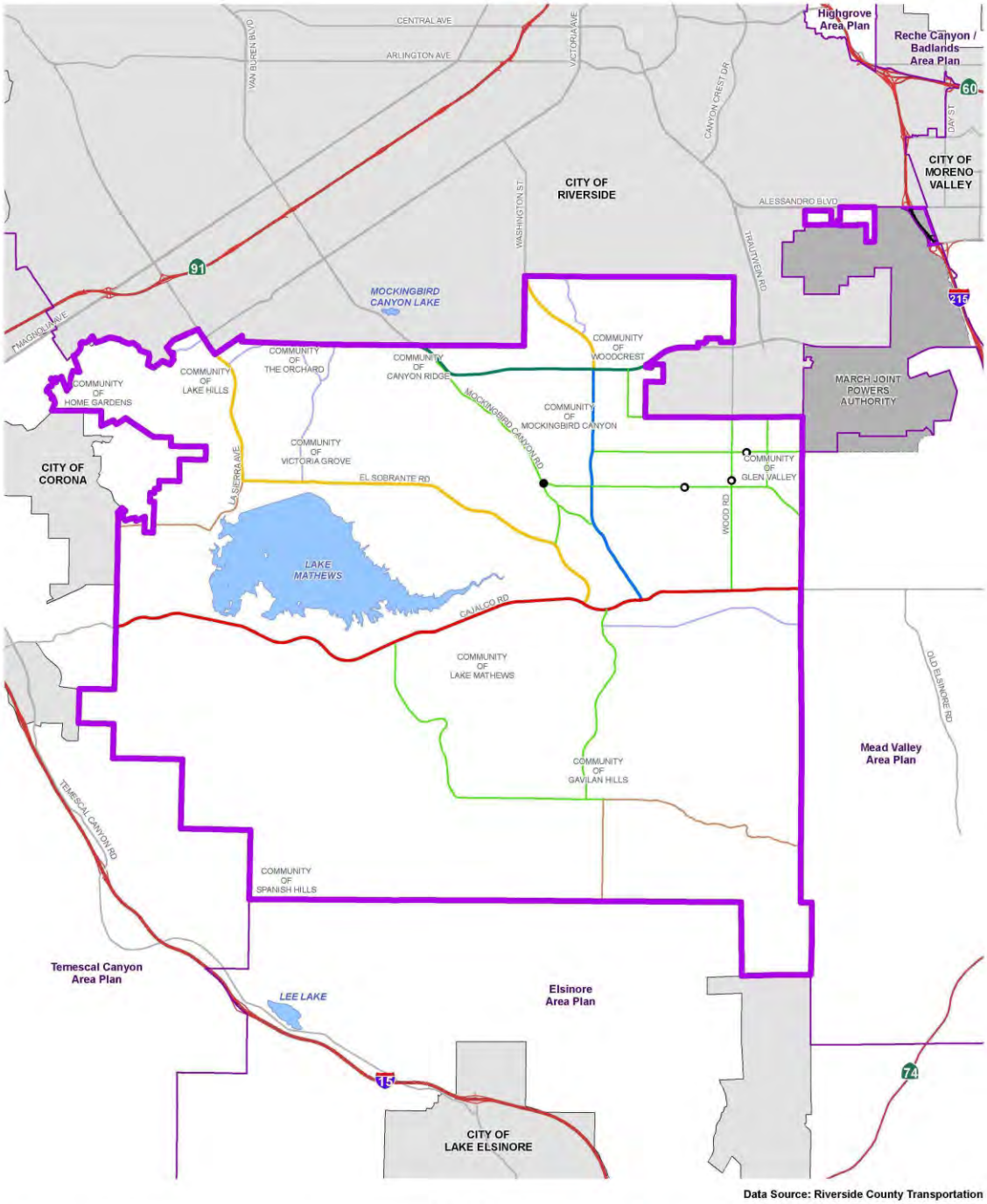
4.2.2 SETTING

This Section provides a summary of the existing physical circulation network including the County of Riverside General Plan Circulation Network, and available alternative transportation modes.[1] For interested readers, existing LOS and roadway operations are discussed in detail in the Project TA (DEIR Appendix C).

County of Riverside General Plan Circulation Element

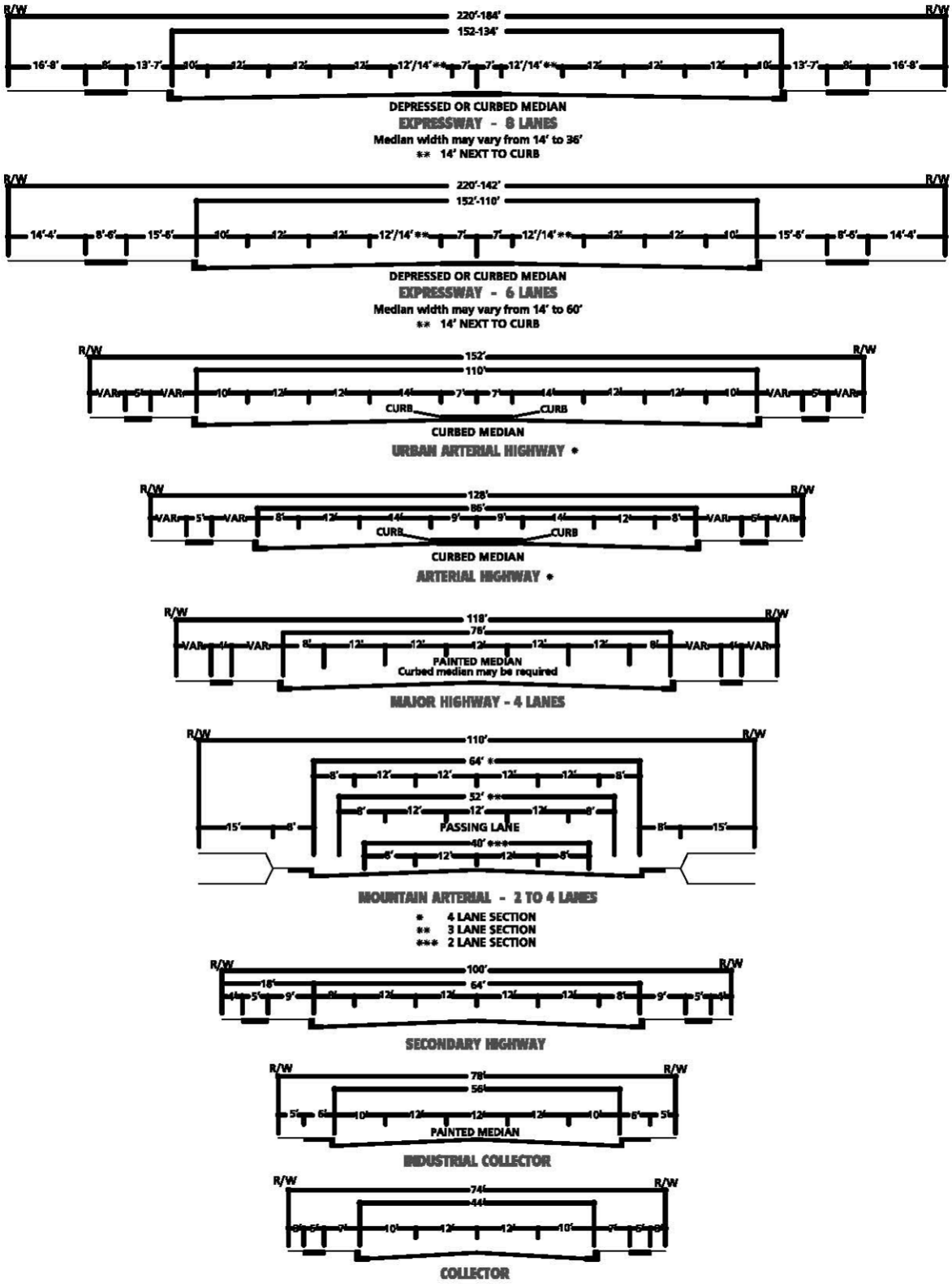
County of Riverside Lake Mathews/Woodcrest County of Riverside General Plan Circulation Element roadways in the Project vicinity are illustrated at Figure 4.2-1. Roadway cross-sections are illustrated at Figure 4.2-2 and described subsequently. Circulation Element roadways in the Project vicinity are identified.

[1] LOS (level of service) is no longer used to determine whether a transportation impact is "significant" under CEQA; that role has been replaced, as a matter of law and guidance, by VMT (vehicle miles traveled)–based metrics and related considerations such as safety and mode shift. LOS and roadway operations are discussed in detail in the Project TA. Please refer to TA Sections: 3.5 Existing Traffic Counts, 3.6 Intersection Operations Analysis, 3.7 Traffic Signal Warrant Analysis, Queuing Analysis, 3.9 Deficiencies and Improvements.



Source: Urban Crossroads, Inc.

Figure 4.2-1
Area Plan Circulation Element



Source: Urban Crossroads, Inc.

Figure 4.2-2
General Plan Roadway Cross-Sections

Urban Arterials are six-lane divided roadways (typically divided by a raised median or painted two-way turn-lane) with a 152-foot right-of-way and a 110-foot curb-to-curb measurement. These roadways serve both regional through-traffic and inter-city traffic and typically direct traffic onto and off of the freeways. The following TA Study Area roadway is classified as an Urban Arterial:

- Van Buren Boulevard

Arterials are four-lane roadways and may include a painted median. These roadways typically have a 128-foot right-of-way and an 82-to-86-foot curb-to-curb measurement. These roadways typically direct traffic through major development areas and have a lesser capacity than Urban Arterials. The following TA Study Area roadway is classified as an Arterial:

- Washington Street, north of Van Buren Boulevard

Major Roadways are four-lane roadways and may include a painted median. These roadways typically have a 118-foot right-of-way and a 76-foot curb-to-curb measurement. These roadways typically direct traffic through major development areas. The following TA Study Area roadway is classified as a Major Roadway:

- Washington Street, south of Van Buren Boulevard

The Project would be required to construct or pay fees toward construction of adjacent roadways consistent with County Conditions of Approval. Potential temporary disruption of area traffic that may result from Project construction activities, including but not limited to improvement of adjacent roadways, are addressed through implementation of the Project Construction Traffic Management Plan. Please refer to EIR Section 3.0, *Project Description*, Subsection 3.4.4.

Bicycle & Pedestrian Facilities

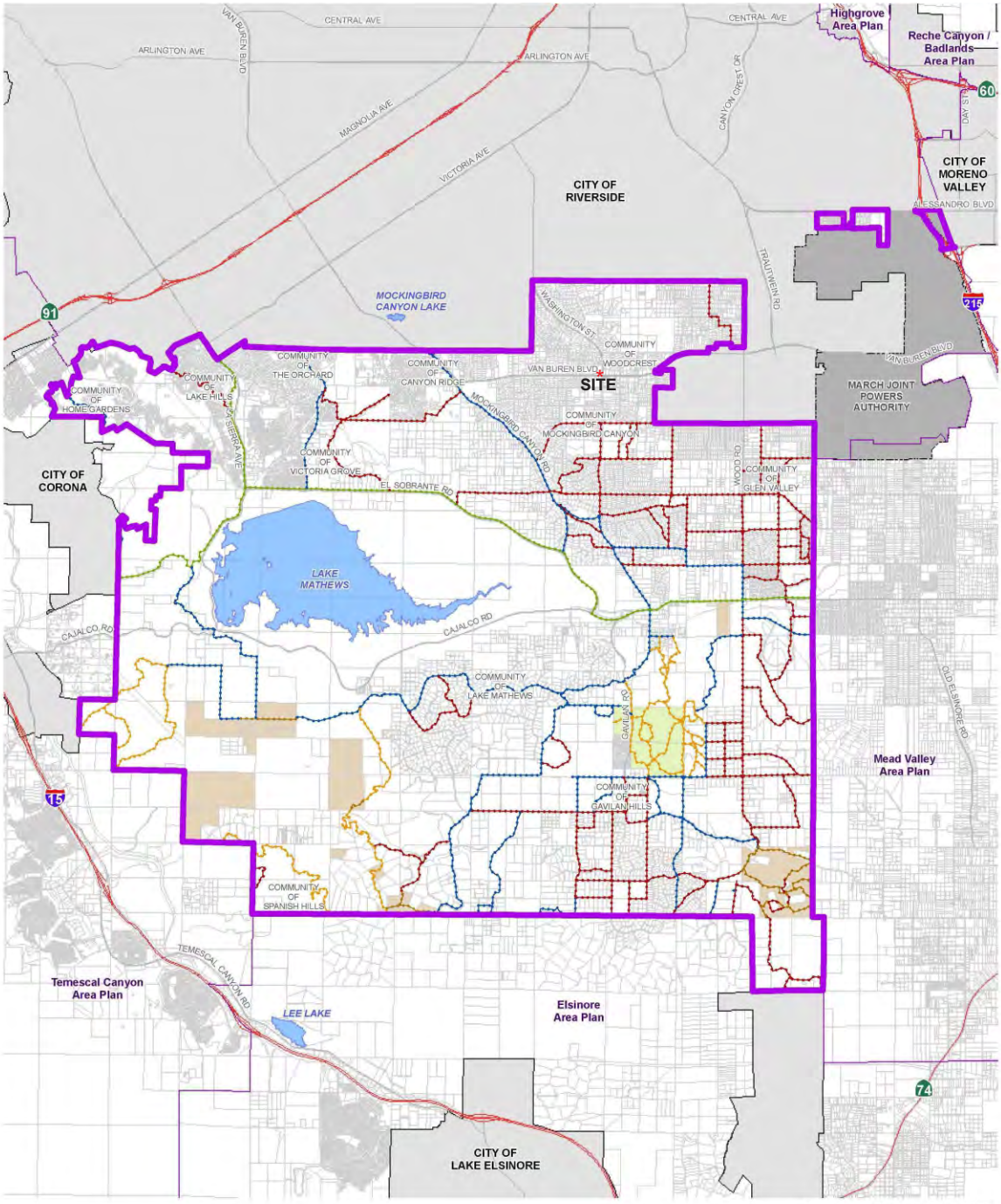
Figure 4.2-3 presents the Lake Mathews/Woodcrest Area Plan Trails and Bikeways System. As indicated at Figure 4.2-3, there are no designated Trails and Bikeways System facilities abutting the Project site. The Project does not propose or require actions or operations that would substantially affect any designated Trails and Bikeways System facilities. The Project would also be required to provide on-site bicycle amenities consistent with County Conditions of Approval and as specified under CalGreen.

Existing pedestrian facilities in the Project vicinity are presented at Figure 4.2-4. The Project would be required to provide on-site and site-adjacent pedestrian facilities consistent with County Conditions of Approval.

Field observations and traffic counts conducted in May 2025 indicate moderate pedestrian and bicycle activity in the AM peak hour (Project TA, p. 29).

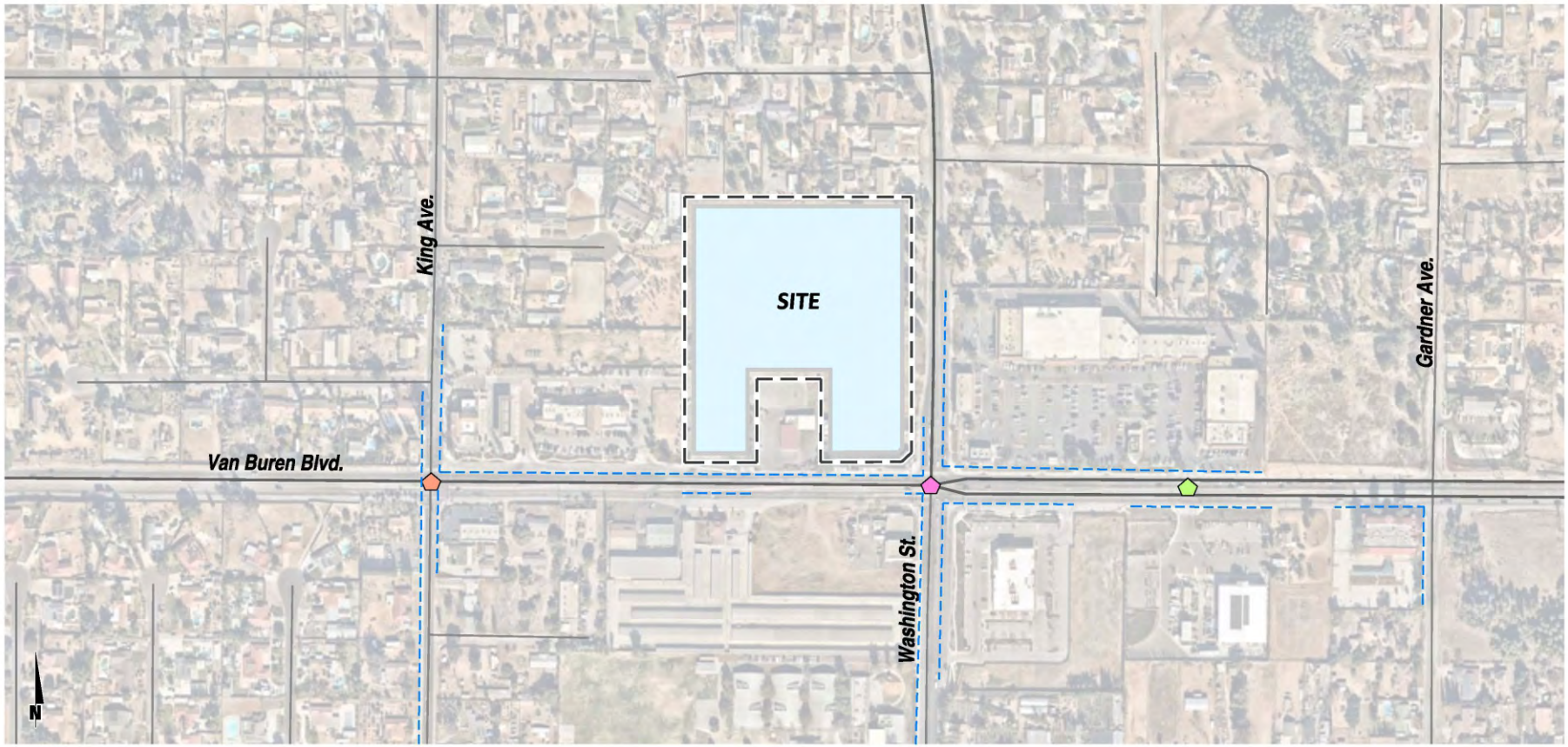
Transit Service

The Project site and surrounding areas are currently served by Riverside Transit Agency (RTA). Existing transit routes in the Project vicinity are illustrated at Figure 4.2-5. RTA Route 27 runs along Van Buren Boulevard to the south of the Project. There is an existing bus stop on Van Buren Boulevard near Washington Street. Service times for the stops along RTA Route 27 are approximately every 60 minutes during the weekday peak hours. Transit service is reviewed and updated by RTA periodically to address ridership demands and area improvement plans. The Project would coordinate with RTA regarding location and design of transit amenities serving the Project.



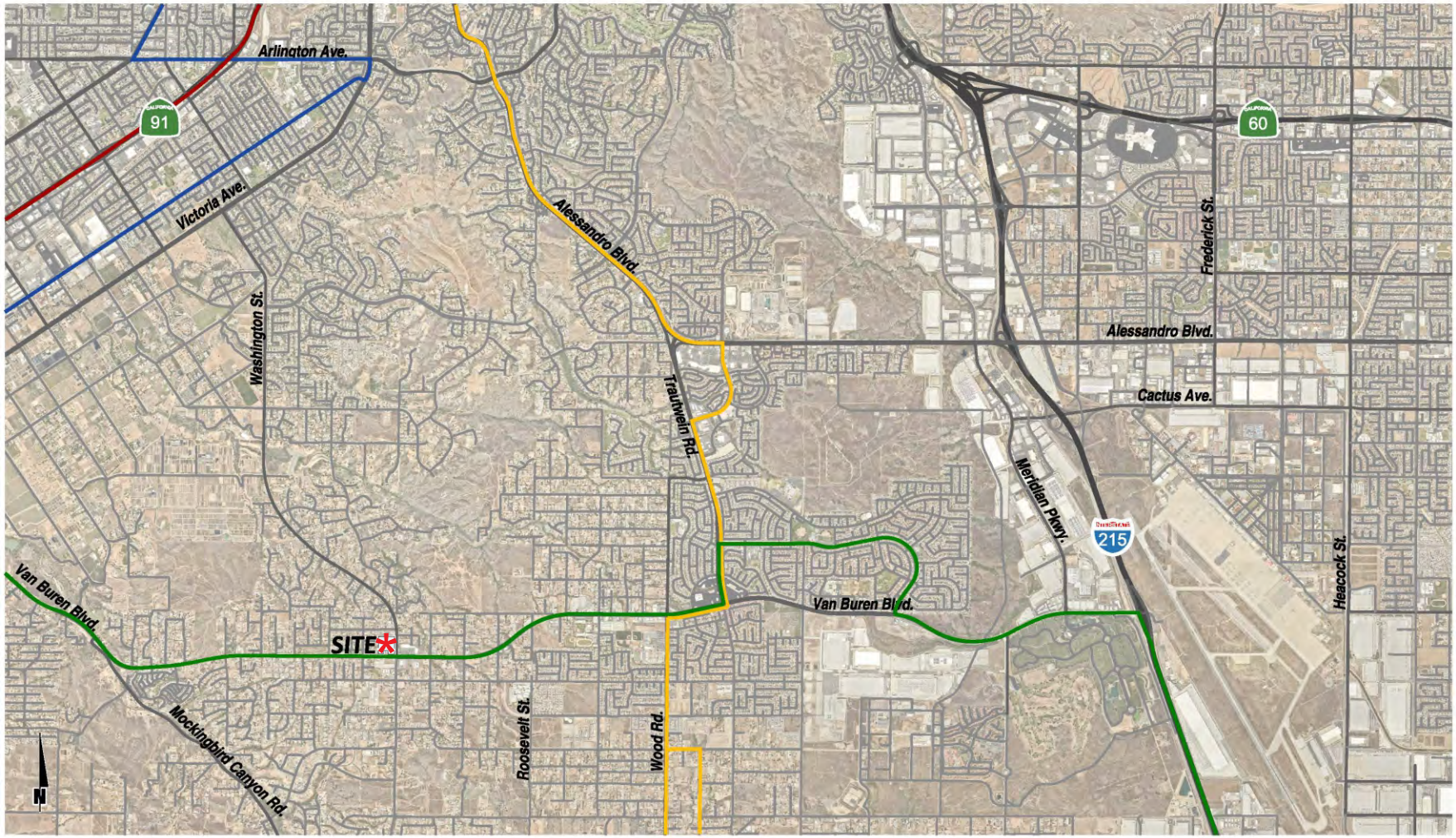
Source: Urban Crossroads, Inc.

Figure 4.2-3
Area Plan Bicycle Facilities



Source: Urban Crossroads, Inc.

Figure 4.2-4
Existing Pedestrian Facilities



Source: Urban Crossroads, Inc.

Figure 4.2-5
Existing Transit Routes

4.2.1 POTENTIAL IMPACTS AND MITIGATION MEASURES

4.2.1.1 Impact Statements

Potential Impact: *Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).*

Impact Analysis:

Background

Previous LOS analytic models employed by lead agencies provides a reasonable assessment of vehicle congestion and driving conditions that may result from a given development project. LOS analyses do not, however, evaluate the range and magnitude of other environmental effects attributable to development traffic, including fuel consumption, criteria air pollutant emissions, and greenhouse gas emissions. In response to these latter concerns and to comprehensively evaluate environmental impacts of development traffic, *CEQA Guidelines* Section 15064.3 establishes Vehicle Miles Traveled (VMT) as the appropriate metric for evaluation of project transportation impacts.

The Project VMT Screening Evaluation substantiates the potential for the Project to conflict with or be inconsistent with *CEQA Guidelines* Section 15064.3, subdivision (b). For ease of reference, the full text of *CEQA Guidelines* Section 15064.3, subdivision (b) is presented below.

> **§ 15064.3. Determining the Significance of Transportation Impacts.**
> (b) Criteria for Analyzing Transportation Impacts.
>
> (1) Land Use Projects. Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease

vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.

(2) Transportation Projects. Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, such as in a regional transportation plan EIR, a lead agency may tier from that analysis as provided in Section 15152.

(3) Qualitative Analysis. If existing models or methods are not available to estimate the vehicle miles traveled for the particular project being considered, a lead agency may analyze the project's vehicle miles traveled qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc. For many projects, a qualitative analysis of construction traffic may be appropriate.

(4) Methodology. A lead agency has discretion to choose the most appropriate methodology to evaluate a project's vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use models to estimate a project's vehicle miles traveled, and may revise those estimates to reflect professional judgment based on substantial evidence. Any assumptions used to estimate vehicle miles traveled and any revisions to model outputs should be documented and explained in the environmental document prepared for the project. The standard of adequacy in Section 15151 shall apply to the analysis described in this section.

Project VMT Analysis

The County of Riverside (County) specifically recognizes that vehicle delay (Level of Service, LOS) deficiencies are no longer environmental impacts under CEQA.[2] CEQA Guidelines Section 15064.3 (statute effective July 1, 2020) does however require analysis of the Project's potential vehicle miles traveled (VMT) impacts (Potential to conflict or be inconsistent with *CEQA Guidelines* section 15064.3, subdivision (b)).

Detailed analysis of the Project's potential VMT impacts is presented at EIR Appendix C, *Woodcrest Retail Vehicle Miles Traveled (VMT) Screening Evaluation* (Urban Crossroads), May 30, 2025 (Project VMT Screening Evaluation). Findings and conclusions of the Project VMT Screening Evaluation are summarized in this Section and the Project VMT Screening Evaluation in total is presented at EIR Appendix C.

The Project VMT Screening Evaluation considers potential VMT effects of the Project in the context of screening criteria established in County of Riverside Transportation Analysis Guidelines for Level of Service [and] Vehicle Miles Traveled (County Guidelines).[3] The County Guidelines screening criteria are designed to quickly identify projects that are presumed to have a less-than-significant impact on VMT, and therefore do not require detailed VMT analysis or mitigation. Projects meeting at least one of the County Guidelines screening criteria are presumed to have a less-than-significant VMT impact. As substantiated in this analysis, the Project qualifies under the County Guidelines screening criteria: "Small Projects" and "Local Serving Retail." The Project is therefore presumed to have a less-than-significant VMT impact.

[2] *CEQA Guidelines* Section 15064.3 (statute effective July 1, 2020) does, however, require analysis of the Project's potential vehicle miles traveled (VMT) impacts (Potential to conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)). Senate Bill 743 (Steinberg, 2013), codified in Public Resources Code section 21099, directed the Governor's Office of Planning and Research to amend the *CEQA Guidelines* to replace automobile delay/Level of Service with vehicle miles traveled as the primary metric for analyzing a project's transportation impacts, which led to the adoption of *CEQA Guidelines* section 15064.3.

[3] County of Riverside Transportation Analysis Guidelines for Level of Service [and] Vehicle Miles Traveled can be accessed at: https://trans.rctlma.org/sites/g/files/aldnop401/files/migrated/Portals-7-2020-12-15-20--20Transportation-20Analysis-20Guidelines.pdf.

Methodology

As provided at *CEQA Guidelines* Section 15064.3 (b) (4) "[a] lead agency has discretion to choose the most appropriate methodology to evaluate a project's vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household or in any other measure." Appropriate means to develop and implement VMT analysis methodologies are expressed in the Governor's Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December of 2018) (Technical Advisory). Consistent with guidance presented in the Technical Advisory, the County of Riverside has implemented VMT analysis methodologies in *County of Riverside Transportation Analysis Guidelines for Level of Service [and] Vehicle Miles Traveled* (County of Riverside Transportation Department) December 2020 (County Guidelines).

The Project VMT Screening Evaluation presented here conforms to the VMT methodology established under the County Guidelines.

Project Screening

Consistent with screening criteria established under the County Guidelines, projects that meet certain screening thresholds based on their location and project type may be presumed to result in a less-than-significant VMT impact. Projects need qualify under only a single criterion to be considered to have a less-than-significant VMT impact (Project VMT Screening Evaluation, pp. 2, 3). Consistent with the screening criteria recommended in OPR's Technical Advisory, the County employs the following project-level VMT screening criteria listed below (Project VMT Screening Evaluation, pp. 2, 3). Criteria applicable to the Project are indicated in bold, and are discussed subsequently.

- **Small Projects**;
- **High Quality Transit Areas (HQTA)**;
- **Local-Serving Retail**;
- Affordable Housing;
- Local Essential Service;
- Map-Based Screening; and
- Redevelopment Projects.

Small Projects Screening Criteria

The County Guidelines list two types of screening criteria that may apply to "small projects." The first is a vehicle trip threshold of 110 trips per day. Project trip generation, as outlined in the Project Traffic Study Scoping Agreement, indicates that the Project Base Development Concept and Parcel 1 Option Development Concept would both generate daily vehicle trips exceeding the 110-trip threshold. The Project, therefore, does not qualify under the Small Projects 110-trip threshold screening criteria.

Secondly, the County Guidelines provide that land use projects that would generate less than 3,000 MTCO2e/yr. of greenhouse gases would also result in a less-than-significant VMT impact. The Project Greenhouse Gas Analysis (EIR Appendix E, *Woodcrest Retail Center Greenhouse Gas Analysis* [Urban Crossroads, Inc.] September 9, 2025) substantiates that greenhouse gases generated by both the Project Base Development Concept and the Parcel 1 Option would not exceed the 3,000 MTCO2e/yr. threshold. The Project therefore qualifies under the GHG provisions of the Small Projects screening criteria.

High Quality Transit Areas (HQTA) Screening Criteria

Projects located within a Transit Priority Area (TPA) (i.e., within ½ mile of an existing "major transit stop" or an existing stop along a "high-quality transit corridor")[4] may be presumed to have a less-than-significant VMT impact, absent substantial evidence to the contrary. The Project is not located within ½ mile of an existing major transit stop, or along a high-quality transit corridor. Based on the preceding, the Project does not qualify under the HQTA screening criteria.

[4] Per Pub. Resources Code, § 21064.3 " 'Major transit stop' means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods." Local bus stops in Woodcrest (e.g., RTA Routes 22 and 27 along Van Buren and surrounding roads) do not in themselves qualify unless they form such a high-frequency intersection, which they currently do not. The nearest qualifying major transit stop is Metrolink rail station in the City of Riverside, approximately 6 miles west of the Project.

Local-Serving Retail Screening Criteria

As discussed in the County Guidelines, local-serving retail projects that do not include any single tenant exceeding 50,000 square feet may be presumed to result in a less-than-significant VMT impact, provided the County Transportation Department determines the use to be local-serving in nature. The Project does not include any individual building exceeding 50,000 square feet and is designed to provide commercial/retail services intended to primarily serve local patrons. In this regard, as discussed in the Project Air Quality Impact Analysis, the Project Service Area encompasses an approximate 2-mile radius surrounding the Project site. The predominance of the Project customer base resides within this Service Area. Based on the preceding, the Project qualifies under the Local Serving Retail screening criteria.

Summary

As substantiated above, the Project qualifies under the Small Projects screening criteria as well as the Local Serving Retail screening criteria. As noted previously, the Project need qualify under only a single criterion to be considered to have a less-than-significant VMT impact. On this basis, the Project would have a less-than-significant VMT impact, and the potential for the Project to conflict or be inconsistent with *CEQA Guide*lines section 15064.3, subdivision (b) would be less than significant.

Level of Significance: Less-Than-Significant.

Potential Impact: *Potential to conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.*

Overview

The Project's potential impacts have been evaluated in *Woodcrest Retail Center Traffic Analysis* (Urban Crossroads, Inc.) June 23, 2026 (Project TA), EIR Appendix C. The analysis presented here considers the degree to which the Project may hinder the safe and comfortable access to the Project site from other locations, with a special focus on people relying on transit services or active transportation modes such as biking or walking.

The Project does not propose elements or aspects that would conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. In this respect, the Project is designed to accommodate pedestrians via sidewalks provided along adjacent public roadways. Landscaping would be installed along the Project's perimeter, separating and defining the adjacent public roadway rights-of-way (and their associated streetscapes and sidewalks) from the Project interior spaces, minimizing or avoiding conflict between Project operations and pedestrian traffic. Additionally, all Project site design features, including but not limited to sidewalk designs and driveway access to adjacent streets, would be subject to review and approval by the County at the time improvement plans are submitted. Established County review processes ensure that Project driveway access control and sight distance standards conform to County safety standards, acting to minimize potential pedestrian/vehicle conflicts at the Project driveway intersections with adjacent sidewalks.

The Project would include drive-through uses that would result in on-site vehicle queues. The Project drive-through uses are subject to County conditional-use-permit review and use-specific conditions of approval. Although final tenant-level facility designs will be refined during subsequent development review, the Project site plan provides for on-site circulation, access, parking, and service areas, and all final improvements must conform with Riverside County Ordinance No. 348, applicable County design guidelines, and conditions of approval. These requirements provide a mechanism for the County to confirm that final drive-through lane layouts, stacking configurations, access points, and internal circulation operate safely and do not obstruct required drive aisles, parking access, pedestrian routes, or public street operations. Please refer also to EIR Section 3.0 *Project Description*, 3.4.2 *Development Concept*.

Project consistency with Regional and County Policies addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities is summarized below.

Connect SoCal 2024

Goals and policies established under Connect SoCal 2024 provide guidance addressing inter-related regional land use and transportation plans. Project consistency with Connect SoCal 2024 is presented at EIR Section 4.1 *Land Use and Planning*. As substantiated at EIR Section 4.1 *Land Use and Planning*, the Project would not conflict with or obstruct implementation of Connect SoCal 2024. Note further that the Project would not result in or cause any substantial effect on regional travel patterns and would not result in any regionally significant air quality or transportation impacts. On this basis, the Project is not considered regionally significant under SCAG Criteria. The potential for the Project to conflict with the provisions of Connect SoCal 2024 is therefore considered less than significant.

Riverside County Congestion Management Program (CMP)

The Riverside County Congestion Management Program (CMP) is a state-mandated plan designed to address and manage traffic congestion, improve air quality, and coordinate land use and transportation planning across the county. Van Buren Boulevard, the southern Project boundary is a designated Congestion Management Program (CMP) facility. The EIR TA evaluates and addresses potential LOS effects of the Project as required under the Riverside County CMP (TA Section 2 *Methodologies*). The potential for the Project to conflict with the provisions of the CMP is therefore considered less than significant. Please refer to the VMT Evaluation and TA provided at EIR Appendix C.

Riverside County General Plan Circulation Element

Project consistency with provisions of the Riverside County General Plan[5] Circulation Element (General Plan 2015 and updates) is substantiated at Table 4.2-1.

[5] Any subsequent reference to the Riverside County General Plan includes all revisions to date.

Table 4.2-1
Project Consistency with Riverside County General Plan Circulation Element Policies
(General Plan 2015, Chapter 4 Circulation Element - see also: https://planning.rctlma.org/sites/g/files/aldnop416/files/migrated/Portals-14-genplan-2019-elements-Ch04-Circulation-072720v2.pdf

Policy	Remarks
C 1.1: Design the transportation system to respond to concentrations of population and employment activities, as designated by the Land Use Element and in accordance with the Circulation Plan, Figure C-1.	Consistent. Policy C 1.1 provides direction to County and agency staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of this Policy. The Project would provide roadway frontage improvements consistent with the County requirements.
C 1.2: Support development of a variety of transportation options for major employment and activity centers including direct access to transit routes, primary arterial highways, bikeways, park-n-ride facilities, and pedestrian facilities.	Consistent. Policy C 1.2 provides direction to County and agency staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of this Policy. The Project would provide roadway frontage improvements consistent with the County requirements. The Project site is currently served by RTA bus service. The Project would coordinate with RTA regarding location and design of transit amenities serving the Project.
C 1.3: Support the development of transit connections between Riverside County and regional activity centers in other counties as well as transit connections that link the community centers located throughout the county and as identified in the Land Use Element and in the individual Area Plans.	Consistent. Policy C 1.3 provides direction to County and agency staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of this Policy.
C 1.4: Utilize existing infrastructure and utilities to the maximum extent practicable and provide for the logical, timely, and economically efficient extension of infrastructure and services.	Consistent. The Project would utilize existing infrastructure and utilities to the maximum extent practicable, and would extend infrastructure only as necessary to serve the Project uses. All connections to or modification of utilities and services would be required to conform with County and service(s) purveyor requirements.
C 1.5: Evaluate the planned circulation system as needed to enhance the arterial highway network to respond to anticipated growth and mobility needs.	Consistent. Policy C 1.5 provides direction to County and agency staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of this Policy.
C 1.6: Cooperate with and where appropriate lead local, regional, state, and federal agencies to establish an efficient circulation system.	Consistent. Policy C 1.6 provides direction to County and agency staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of this Policy.
C 1.7: Encourage and support the development of projects that facilitate and enhance the use of alternative modes of transportation, including pedestrian-oriented retail and activity centers, dedicated bicycle lanes and paths, and mixed-use community centers.	Consistent. Policy C 1.7 provides direction to County and agency staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of this Policy. The Project Applicant would be required to improve adjacent rights-of-way consistent

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Table 4.2-1
Project Consistency with Riverside County General Plan Circulation Element Policies
(General Plan 2015, Chapter 4 Circulation Element - see also: https://planning.rctlma.org/sites/g/files/aldnop416/files/migrated/Portals-14-genplan-2019-elements-Ch04-Circulation-072720v2.pdf

Policy	Remarks
	with County requirements. All improvements would be required to comply with County design and construction requirements. The Project would also be required to provide bicycle amenities consistent with County requirements and as specified under CalGreen. Project pedestrian access would be provided as required by the County. See also: *County Road Standards and County Standard Specifications*: https://trans.rctlma.org/road-standards; CalGreen Chapter 5 *Nonresidential Mandatory Measures*: https://codes.iccsafe.org/content/CAGBC2022P3/chapter-5-nonresidential-mandatory-measures#CAGBC2022P3_Ch05_SubCh5.1_Sec5.106.4 The Project would support walkable communities by providing locally-available shopping opportunities, and locally-available employment opportunities. The developed Project would also create potential ridership populations that could support provision of transit to the Project area. Commercial/retail uses proposed by the Project would also contribute to diversity of compatible land uses in the Project area, acting generally to promote community resilience.
C 1.8: Ensure that all development applications comply with the California Complete Streets Act of 2008 as set forth in California Government Code Sections 65040.2 and 65302.	Consistent. All Project improvements would be required to comply with County and state design and construction requirements including provisions of the California Complete Streets Act of 2008 as set forth in California Government Code Sections 65040.2 and 65302.
C 2.1: The following minimum target levels of service have been designated for the review of development proposals in the unincorporated areas of Riverside County with respect to transportation impacts on roadways designated in Riverside County Circulation Plan (Figure C-1) which are currently County maintained, or are intended to be accepted into the County maintained roadway system: LOS C shall apply to all development proposals in any area of Riverside County not located within the boundaries of an Area Plan, as well those areas located within the following Area Plans: REMAP, Eastern Coachella Valley, Desert Center, Palo Verde Valley, and those non- Community Development areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.	Consistent. Policy C 2.1 provides direction to County and agency staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of this Policy. The Project Applicant would be required to improve adjacent rights-of-way consistent with County requirements. The Project would also pay requisite fees for area roadway improvements necessary to maintain adequate LOS standards. Please refer also to detailed discussions of LOS conditions and Project circulation system improvements presented in the EIR Traffic Analysis (TA), EIR Appendix C.

Table 4.2-1
Project Consistency with Riverside County General Plan Circulation Element Policies
(General Plan 2015, Chapter 4 Circulation Element - see also: https://planning.rctlma.org/sites/g/files/aldnop416/files/migrated/Portals-14-genplan-2019-elements-Ch04-Circulation-072720v2.pdf

Policy	Remarks
LOS D shall apply to all development proposals located within any of the following Area Plans: Eastvale, Jurupa, Highgrove, Reche Canyon/Badlands, Lakeview/Nuevo, Sun City/Menifee Valley, Harvest Valley/Winchester, Southwest Area, The Pass, San Jacinto Valley, Western Coachella Valley and those Community Development Areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans. LOS E may be allowed by the Board of Supervisors within designated areas where transit-oriented development and walkable communities are proposed. Notwithstanding the forgoing minimum LOS targets, the Board of Supervisors may, on occasion by virtue of their discretionary powers, approve a project that fails to meet these LOS targets in order to balance congestion management considerations in relation to benefits, environmental impacts and costs, provided an Environmental Impact Report, or equivalent, has been completed to fully evaluate the impacts of such approval. Any such approval must incorporate all feasible mitigation measures, make specific findings to support the decision, and adopt a statement of overriding considerations.	
C 2.2: Require that new development prepare a traffic impact analysis as warranted by Riverside County Traffic Impact Analysis Preparation Guidelines or as approved by the Director of Transportation. Apply level of service targets to new development per Riverside County Traffic Impact Analysis Preparation Guidelines to evaluate traffic impacts and identify appropriate mitigation measures for new development.	Consistent. A Traffic Analysis (TA) has been prepared for the Project and is provided at EIR Appendix C. The EIR TA conforms with Riverside County Traffic Impact Analysis Preparation Guidelines.
C 2.3: Traffic studies prepared for development entitlements (tracts, public use permits, conditional use permits, etc.) shall identify project related traffic impacts and determine the significance of such impacts in compliance with CEQA and Riverside County Congestion Management Program Requirements.	Consistent. VMT analysis for the Project has been prepared consistent with CEQA requirements. The EIR VMT Analysis substantiates that potential Project VMT impacts would be less-than-significant. Van Buren Boulevard, the southern Project boundary is a designated Congestion Management Program (CMP) facility. The EIR TA evaluates and addresses potential LOS effects of the Project as required under the Riverside County Congestion Management Program. Please refer to the VMT Analysis and TA provided at EIR Appendix C.

Table 4.2-1
Project Consistency with Riverside County General Plan Circulation Element Policies
(General Plan 2015, Chapter 4 Circulation Element - see also: https://planning.rctlma.org/sites/g/files/aldnop416/files/migrated/Portals-14-genplan-2019-elements-Ch04-Circulation-072720v2.pdf

Policy	Remarks
C 2.4: The direct project related traffic impacts of new development proposals shall be mitigated via conditions of approval requiring the construction of any improvements identified as necessary to meet level of service targets.	Consistent. Required traffic improvements are identified in the TA provided at EIR Appendix C. The Applicant would comply with Lead Agency Conditions of Approval regarding traffic improvements.
C 2.5: The cumulative and indirect traffic impacts of development may be mitigated through the payment of various impact mitigation fees such as County of Riverside Development Impact Fees, Road and Bridge Benefit District Fees, and Transportation Uniform Mitigation Fees to the extent that these programs provide funding for the improvement of facilities impacted by development.	Consistent. The Project would comply with all County conditions addressing construction of improvements, and fee payments. The Project site is not within a Road and Bridge Benefit District (RBBD) fee area.
C 2.6: Accelerate the construction of transportation infrastructure in the Highway 79 corridor between Temecula, Hemet, San Jacinto, and Banning. The County of Riverside shall require that all new development projects demonstrate adequate transportation infrastructure capacity to accommodate the added traffic growth. The County of Riverside shall coordinate with cities in the Highway 79 corridor to accelerate the usable revenue flow of existing funding programs, thus expediting the development of the transportation infrastructure.	Consistent. The Project site is not located within the Highway 79 corridor. The Project would not interfere with or obstruct implementation of this Policy.
C 2.7: Maintain a program to reduce overall trip generation in the Highway 79 Policy Area (Figure C-2) by creating a trip cap on residential development within this policy area which would result in a net reduction in overall trip generation of 70,000 vehicle trip per day from that which would be anticipated from the General Plan Land Use designations as currently recommended. The policy would generally require all new residential developments proposals within the Highway 79 Policy Area to reduce trip generation proportionally, and require that residential projects demonstrate adequate transportation infrastructure capacity to accommodate the added growth.	Consistent. The Project site is not located within the Highway 79 Policy Area. The Project would not interfere with or obstruct implementation of this Policy.
C 2.8: Riverside County shall coordinate with Caltrans, RCTC, and adjacent local jurisdictions in conformance with Riverside County Congestion Management Program to determine the appropriate LOS threshold for determining significance when reviewing development proposals that directly impact nearby State Highway facilities or city streets.	Consistent. Policy C 2.8 provides direction to County and agency staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of this Policy.
C 3.1: Design, construct, and maintain Riverside County roadways as specified in Riverside County Road Improvement Standards and Specifications. The standards shown in Figure C-4 may be modified by Specific Plans, Community Guidelines, or as	Consistent. The Project Applicant would be required to improve adjacent rights-of-way consistent with County requirements. All improvements would be required to comply with County design and construction requirements.

Table 4.2-1
Project Consistency with Riverside County General Plan Circulation Element Policies
(General Plan 2015, Chapter 4 Circulation Element - see also: https://planning.rctlma.org/sites/g/files/aldnop416/files/migrated/Portals-14-genplan-2019-elements-Ch04-Circulation-072720v2.pdf

Policy	Remarks
approved by the Director of Transportation if alternative roadway standards are desirable to improve sustainability for the area.	See also: *County Road Standards and County Standard Specifications*: https://trans.rctlma.org/road-standards.
C 3.2: Maintain the existing transportation network, while providing for future expansion and improvement based on travel demand, and the development of alternative travel modes.	Consistent. Policy C 3.2 provides direction to County and agency staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of this Policy.
C 3.3: Implement design guidelines that identify intersection improvements consistent with the lane geometrics in Table C-2 unless additional lanes are needed to maintain consistency with Policy C 2.2. Where roadway classifications change on a continuous alignment, the standards of the higher classification will normally be transitioned on a portion of the roadway that has the lower classification, particularly where the change takes place at roadway intersections. This may result in additional right-of-way or lanes being required above the standards shown in Figure C-4 for the segment with the lower classification to accommodate the transition.	Consistent. All Project improvements would be required to comply with County standards. Please refer also to remarks at Policies C 2.3, C 2.4, C 2.5, C 3.1.
C 3.4: Allow roundabouts or other innovative design solutions such as triple left turn lanes, continuous flow intersections, or other capacity improvements, when a thorough traffic impact assessment has been conducted demonstrating that such an intersection design alternative would manage traffic flow, and improve safety, if it is physically and economically feasible.	Consistent. Policy C 3.4 provides direction to County and agency staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of this Policy.
C 3.5: Require all major subdivisions to provide adequate collector road networks designed to feed traffic onto General Plan designated highways.	Consistent. The Project is provided adequate access by abutting Washington Street and Van Buren Boulevard. The Project does not propose or require construction of new or additional roadways. The Project would not interfere with or obstruct implementation of this Policy.
C 3.6: Require private developers to be primarily responsible for the improvement of streets and highways that serve as access to developing commercial, industrial, and residential areas. These may include road construction or widening, installation of turning lanes and traffic signals, and the improvement of any drainage facility or other auxiliary facility necessary for the safe and efficient movement of traffic or the protection of road facilities.	Consistent. The Project Applicant would implement all improvements consistent with County requirements. Please refer also to remarks at Policies C 2.3, C 2.4, C 2.5, C 3.1. C 3.3.
C 3.7: Design interior collector street systems for commercial and industrial subdivisions to accommodate the movement of heavy trucks.	Consistent. Project driveways have been designed to accommodate access by commercial trucks. Internal to the site, truck access and truck turning requirements are considered and addressed in the Project site plan concept.

Table 4.2-1
Project Consistency with Riverside County General Plan Circulation Element Policies
(General Plan 2015, Chapter 4 Circulation Element - see also: https://planning.rctlma.org/sites/g/files/aldnop416/files/migrated/Portals-14-genplan-2019-elements-Ch04-Circulation-072720v2.pdf

Policy	Remarks
C 3.8: Restrict heavy duty truck through-traffic in residential and community center areas and plan land uses so that trucks do not need to traverse these areas.	Consistent. The Project commercial/retail uses would be located at the intersection of Washington Street and Van Buren Boulevard. This location facilitates access to the Project and reduces vehicle trips and vehicle trip lengths generally. The Project commercial/retail uses would not generate substantial volumes of heavy duty truck traffic. Trucks would access the Project site via abutting Washington Street and Van Buren Boulevard. The Project does not propose or require routing of substantial volumes of heavy duty truck through-traffic in residential and community center areas.
C 3.9: Design off-street loading facilities for all new commercial and industrial developments so that they do not face surrounding roadways or residential neighborhoods. Truck backing and maneuvering to access loading areas shall not be permitted on the public road system, except when specifically permitted by the Transportation Department.	Consistent. The Project does not propose or require substantial off-street loading facilities. The Project's largest proposed use (the proposed grocery use located in the northern portion of the Project site) has been designed so that its proposed loading dock would be set back from adjacent Washington Street by approximately 500 feet, and would be screened from public views by intervening Project improvements and perimeter edge treatments.
C 3.10: Require private and public land developments to provide all on-site auxiliary facility improvements necessary to mitigate any development-generated circulation impacts. A review of each proposed land development project shall be undertaken to identify project impacts to the circulation system and its auxiliary facilities. The Transportation Department may require developers and/or subdividers to provide traffic impact studies prepared by qualified professionals to identify the impacts of a development.	Consistent. The Project Applicant would implement all improvements consistent with County requirements. Please refer also to Remarks at Policies C 2.3, C 2.4, C 2.5, C 3.1. C 3.3, C 3.6.
C 3.11: Generally locate commercial and industrial land uses so that they take driveway access from General Plan roadways with a classification of Secondary Highway or greater, consistent with design criteria limiting the number of such commercial access points and encouraging shared access. Exceptions to the requirement for access to a Secondary Highway or greater would be considered for isolated convenience commercial uses, such as standalone convenience stores or gas stations at an isolated off-ramp in a remote area. Industrial park-type developments may be provided with individual parcel access via an internal network of Industrial Collector streets.	Consistent. The Project would create a cohesive commercial/retail land use located at the intersection of Van Buren Boulevard and Washington Street. Driveway access to the Project uses have been designed consistent with County requirements.

Table 4.2-1
Project Consistency with Riverside County General Plan Circulation Element Policies
(General Plan 2015, Chapter 4 Circulation Element - see also: https://planning.rctlma.org/sites/g/files/aldnop416/files/migrated/Portals-14-genplan-2019-elements-Ch04-Circulation-072720v2.pdf

Policy	Remarks
C 3.12: Improve highways serving as arterials through mountainous and rural areas to adequately meet travel demands and safety requirements while minimizing the need for excessive cut and fill.	Consistent. Policy C 3.12 provides direction to County and agency staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project site is not located within a mountainous or rural area. The Project would not interfere with or obstruct implementation of this Policy.
C 3.13: Design street intersections, where appropriate, to assure the safe, efficient passage of through-traffic and the negotiation of turning movements.	Consistent. All improvements would be required to comply with County design and construction requirements. See also: *County Road Standards and County Standard Specifications*: https://trans.rctlma.org/road-standards.
C 3.14 Design curves and grades to permit safe movement of vehicular traffic at the road's design speed. Design speed should be consistent with and complement the character of the adjacent area.	Consistent. All improvements would be required to comply with County design and construction requirements. Please refer also to Remarks at Policies C 3.1., C 3.13.
C 3.15: Provide adequate sight distances for safe vehicular movement at a road's design speed and at all intersections.	Consistent. All improvements would be required to comply with County design and construction requirements. Please refer also to Remarks at Policies C 3.1., C 3.13, C 3.14.
C 3.16: Dedicate necessary rights-of-way as part of the land division and land use review processes.	Consistent. Preliminary Project plans indicate that right-of-way dedication(s) would be required along the Project site's Washington Street and Van Buren Boulevard frontages. Right-of-way dedications would be made consistent with County requirements.
C 3.17: Ensure dedications are made, where necessary, for additional rights-of-way or easements outside the road rights-of-way that are needed to establish slope stability, or drainage and related structures. These dedications shall be made by land dividers or developers to the responsible agency during the land division and land use review process.	Consistent. Right-of-way dedications would be made consistent with County requirements. Please refer also to Remarks at Policy C 3.16.
C 3.18: Align right-of-way dedications with existing dedications along adjacent parcels and maintain widths consistent with the ultimate design standard of the road, including required turning lanes.	Consistent. All improvements would be required to comply with County design and construction requirements. Please refer also to Remarks at Policies C 3.16, C 3.17.
C 3.19: Coordinate with Caltrans to identify and protect ultimate freeway rights-of-way, including those for exclusive use by transit and those necessary for interchange expansion. Ultimate right-of-way needs shall be based upon build out traffic forecasts, with facilities sized to provide the appropriate level of service per state highway	Consistent. Policy C 3.19 provides direction to County and agency staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not affect Caltrans facilities or Caltrans right(s) of way. The Project would not interfere with or obstruct implementation of this Policy.

Table 4.2-1
Project Consistency with Riverside County General Plan Circulation Element Policies
(General Plan 2015, Chapter 4 Circulation Element - see also: https://planning.rctlma.org/sites/g/files/aldnop416/files/migrated/Portals-14-genplan-2019-elements-Ch04-Circulation-072720v2.pdf

Policy	Remarks
planning criteria. The County of Riverside, in consultation with Caltrans, will undertake a program to acquire such areas where additional right-of-way is required.	
C 3.20: Determine location of General Plan road rights of way and levels of road improvements needed based primarily upon land uses and travel demand.	Consistent. Policy C 3.20 provides direction to County and agency staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not affect General Plan roadway locations. The Project would not interfere with or obstruct implementation of this Policy.
C 3.21: Consider granting a reduction in improvement requirements for land divisions involving parcels greater than 20 acres in size and designated as agriculture on the General Plan Land Use map.	Consistent. The Project site is less than 20 acres. The Project does not propose Land Use amendment(s) affecting designated agricultural lands. The Project would not interfere with or obstruct implementation of this Policy.
C 3.22: Limit through-traffic movements to General Plan designated roads. Provisions shall be made for highways capable of carrying high volumes of through-traffic between major trip generators.	Consistent. Policy C 3.22 provides direction to County and agency staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of this Policy.
C 3.23: Consider the utilization of traffic-calming techniques in the design of new community local street and road systems and within existing communities where such techniques will improve safety and manage traffic flow through sensitive neighborhoods.	Consistent. The Project does not propose or require traffic-calming devices within public rights-of-way. Traffic-calming devices may be implemented at Project site internal drive aisles.
C 3.24: Provide a street network with quick and efficient routes for emergency vehicles, meeting necessary street widths, turn-around radius, secondary access, and other factors as determined by the Transportation Department in consultation with the Fire Department and other emergency service providers.	Consistent. The Project does not propose or require designs or activities that would interfere with a designated emergency response or emergency evacuation plan. Temporary alterations to vehicle circulation routes that may occur during Project construction are addressed through the Project Construction Traffic Management Plan. Please refer to EIR Section 3.0, *Project Description*, Subsection 3.4.4. Ongoing coordination with the local fire and police departments during construction would ensure that potential interference with emergency response and evacuation efforts are avoided. There are no designated emergency access routes in the Project vicinity. However, primary roadways in the Project vicinity (Van Buren Boulevard and Washington Street) would likely serve as evacuation routes under emergency conditions. The Project does not propose or require facilities or operations that would obstruct use of these roadways under emergency conditions. Additionally, all Project roadway and access designs would be reviewed to ensure adequate access for emergency vehicles.

Table 4.2-1
Project Consistency with Riverside County General Plan Circulation Element Policies
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Policy	Remarks
C 3.25: Restrict on-street parking to reduce traffic congestion and improve safety in appropriate locations such as General Plan roadways.	Consistent. On-site parking for the Project conforms with County requirements. The Project does not propose or require on-street parking. The Project would not interfere with or obstruct implementation of this Policy.
C 3.26: Plan off-street parking facilities to support and enhance the concept of walkable and transit-oriented communities.	Consistent. Off-street (on-site) parking for the Project conforms with County requirements.
C 3.27: Evaluate proposed highway extensions or widening projects for potential noise impacts on existing and future land uses in the area. Require that the effects of truck mix, speed limits, and ultimate motor vehicle volumes on noise levels are also explored during the environmental process.	Consistent. The Project does not propose or require highway extension(s). The Project would not interfere with or obstruct implementation of this Policy.
C 3.28: Reduce transportation noise through proper roadway design and coordination of truck and vehicle routing.	Consistent. EIR Section 4.6 *Noise* and Appendix G substantiates that all Project vehicular-source noise impacts would be less-than-significant or less-than-significant as mitigated.
C 3.29: Include noise mitigation measures in the design of new roadway projects in the County of Riverside.	Consistent. The Project proposes commercial/retail development. The Project does not comprise a new roadway project. EIR Section 4.6 *Noise* and Appendix G substantiates that all Project vehicular-source noise impacts would be less-than-significant. The Project would not interfere with or obstruct implementation of this Policy.
C 3.30: Design roadways to accommodate wildlife crossings whenever feasible and necessary.	Consistent. The Project is not located within a wildlife crossing area. The Project does not propose or require facilities or operations that would otherwise affect wildlife crossing areas. The Project would not interfere with or obstruct implementation of this Policy.
C 3.31: Through the development review process, identify existing dirt roads serving residential areas which may be impacted by traffic from new developments, and design new developments such that new traffic is discouraged from using existing dirt roads. When this is unavoidable, require that new developments participate in the improvement of the affected dirt roads.	Consistent. Project traffic would not travel along existing dirt roads serving residential areas. Please refer to the Project trip distribution presented in the EIR TA, EIR Appendix C.
C 3.32: Support ongoing efforts to identify funding and improve existing dirt roads throughout the County of Riverside.	Consistent. Policy C 3.32 provides direction to County and agency staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of this Policy.

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Policy	Remarks
C 3.33: Assure all-weather, paved access to all developing areas.	Consistent. All improvements would be required to comply with County design and construction requirements. Please refer also to Remarks at Policies C 3.1. C 3.13, C 3.14.
C 4.1: Provide facilities for the safe movement of pedestrians within developments, as specified in Riverside County Ordinances Regulating the Division of Land of the County of Riverside.	Consistent. As a matter of law, the Project would be required to comply with all County Ordinances. The Project would be required to provide pedestrian access conforming to County zoning requirements and Project Conditions of Approval.
C 4.2: Maximize visibility and access for pedestrians and encourage the removal of barriers (walls, easements, and fences) for safe and convenient movement of pedestrians. Special emphasis should be placed on the needs of disabled persons considering Americans with Disabilities Act (ADA) regulations.	Consistent. The Project does not propose or require barriers to pedestrian access. As a matter of law, the Project would be required to comply with all County Ordinances. The Project would be required to provide pedestrian access conforming to County zoning requirements and Project Conditions of Approval. Project designs would also be required to conform with ADA regulations.
C 4.3: Assure and facilitate pedestrian access from developments to existing and future transit routes and terminal facilities through project design.	Consistent. The Project Applicant would be required to improve adjacent rights-of-way consistent with County requirements. All improvements would be required to comply with County design and construction requirements. The Project would also be required to provide bicycle amenities consistent with County requirements and as specified under CalGreen. Project pedestrian access would be provided as required by the County. See also: *County Road Standards and County Standard Specifications*: https://trans.rctlma.org/road-standards; CalGreen Chapter 5 *Nonresidential Mandatory Measures*: https://codes.iccsafe.org/content/CAGBC2022P3/chapter-5-nonresidential-mandatory-measures#CAGBC2022P3_Ch05_SubCh5.1_Sec5.106.4.
C 4.4: Plan for pedestrian access that is consistent with road design standards while designing street and road projects. Provisions for pedestrian paths or sidewalks and timing of traffic signals to allow safe pedestrian street crossing shall be included.	Consistent. All improvements would be required to comply with County design and construction requirements. Please refer also to Remarks at Policies C 4.1, C 4.2, C 4.3.
C 4.5: Collaborate with local communities to ensure that school children have adequate transportation routes available, such as a local pedestrian or bike path, or local bus service.	Consistent. Policy C 4.5 provides direction to County and agency staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of this Policy. The Project does not propose or require facilities or operations that would adversely affect school transportation services or school access.

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Policy	Remarks
C 4.6: Consult Riverside County Transportation Department as part of the development review process regarding any development proposals where pedestrian facilities may be warranted. The County of Riverside may require both the dedication and improvement of the pedestrian facilities as a condition of development approval.	Consistent. All improvements would be required to comply with County design and construction requirements. Please refer also to Remarks at Policies C 4.1, C 4.2, C 4.3, C 4.4.
C 4.7: Make reasonable accommodation for safe pedestrian walkways that comply with the Americans with Disabilities Act (ADA) requirements within commercial, office, industrial, mixed use, residential, and recreational developments.	Consistent. Project designs would be required to conform with ADA regulations. Please refer also to Remarks at Policy C 4.2.
C 4.8: Coordinate with all transit operators to ensure that ADA compliant pedestrian facilities are provided along and/or near all transit routes, whenever feasible. New land developments may be required to provide pedestrian facilities due to existing or future planned transit routes even if demand for pedestrian facility may not be otherwise warranted.	Consistent. The Project would provide roadway frontage improvements consistent with the County requirements. Project designs would be required to conform with ADA regulations. The Project site is currently served by RTA bus service. The Project would coordinate with RTA regarding location and design of transit amenities serving the Project.
C 4.9: Review all existing roadways without pedestrian facilities when they are considered for improvements to determine if new pedestrian facilities are warranted. New roadways should also be assessed for pedestrian facilities.	Consistent. All improvements would be required to comply with County design and construction requirements. Please refer also to Remarks at Policies C 1.7, C 4.1, C 4.2, C 4.3, C 4.4, C 4.6.
C 5.1: Encourage Caltrans to install and maintain landscaping and other mitigation elements along freeways and highways, especially when they are adjacent to existing residential or other noise sensitive uses.	Consistent. Policy C 5.1 provides direction to County and agency staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of this Policy. The Project does not propose or require uses or operations that would affect Caltrans facilities or Caltrans right(s)-of-way.
C 5.2: Encourage the use of drought-tolerant native plants and the use of recycled water for roadway landscaping.	Consistent. All Project landscaping and irrigation systems would be required to comply with County landscaping ordinances (see County Code § 17.188.070. Landscaping, et. al.) and applicable provisions of CalGreen.
C 5.3: Require parking areas of all commercial and industrial land uses that abut residential areas to be buffered and shielded by adequate landscaping.	Consistent. The Project design incorporates landscape edge treatments, acting to define the Project site, and screen the Project site from adjacent sensitive land uses. All Project landscaping and irrigation systems would be required to comply with County landscaping ordinances (see County Code § 17.188.070. Landscaping, et. al.) and applicable provisions of CalGreen.
C 6.1: Provide dedicated and recorded public access to all parcels of land, except as provided for under the statutes of the State of California.	Consistent. All Project parcels are provided access as required by state law.

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Policy	Remarks
C 6.2: Require all-weather access to all new development.	Consistent. All access provided by the Project would be "all-weather." All project access improvements would be required to conform with County standards. Please refer also to Remarks at Policies C 2.1, C 3.1, C 3.3, C 3.13, C 3.14.
C 6.3: Limit access points and intersections of streets and highways based upon the road's General Plan classification and function. Require that access points be located so that they comply with Riverside County's minimum intersection spacing standards. Under special circumstances the Transportation Department may consider exceptions to this requirement.	Consistent. All Project driveway access points and improvements have been designed to comply with Riverside County standards. Please refer also to Remarks at Policies C 2.1, C 3.1, C 3.3, C 3.13, C 3.14, C 6.2.
C 6.4: Discourage parcel access points taken directly off General Plan designated highways. Access may be permitted off of General Plan designated highways only if no local streets are present.	Consistent. All Project driveway access points and improvements have been designed to comply with Riverside County standards. Please refer also to Remarks at Policies C 2.1, C 3.1, C 3.3, C 3.13, C 3.14, C 6.2, C 6.3.
C 6.5: Provide common access via shared driveways and/or reciprocal access easements whenever access must be taken directly off a General Plan designated highway. Parcels on opposite sides of a highway shall have access points located directly opposite each other, whenever possible, to allow for future street intersections and increased safety.	Consistent. All Project driveway access points and improvements have been designed to comply with Riverside County standards. Please refer also to Remarks at Policies C 2.1, C 3.1, C 3.3, C 3.13, C 3.14, C 6.2, C 6.3, C 6.4.
C 6.6: Consider access implications associated with adjacent development and circulation plans, and promote efficient and safe access for airport facilities.	Consistent. All Project driveway access points and improvements have been designed to comply with Riverside County standards. Please refer also to Remarks at Policies C 2.1, C 3.1, C 3.3, C 3.13, C 3.14, C 6.2, C 6.3, C 6.4, C 6.5.
C 6.7: Require that the automobile and truck access of commercial and industrial land uses abutting residential parcels be located at the maximum practical distance from the nearest residential parcels to minimize noise impacts.	Consistent. The Project commercial/retail uses would be located at the intersection of Washington Street and Van Buren Boulevard. This location facilitates access to the Project and reduces vehicle trips and vehicle trip lengths generally. The Project commercial/retail uses would not generate substantial volumes of heavy duty truck traffic. Trucks would access the Project site via abutting Washington Street and Van Buren Boulevard. The Project does not propose or require routing of substantial volumes of heavy duty truck through-traffic in residential and community center areas. EIR Section 4.6 *Noise* substantiates that all Project noise impacts including vehicular-source noise impacts would be less than significant or less than significant as mitigated.

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Policy	Remarks
C 7.1 – C 7.12: Property Owner Coordination.	Consistent. Policies C 7.1 through C 7.12 provide direction to County and agency staff and decision-makers. Implementation of these Policies is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of these Policies.
C 8.1: Implement a circulation plan that is consistent with funding and financing capabilities.	Consistent. Policy C 8.1 provides direction to County and agency staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of this Policy.
C 8.2: Distribute the costs of transportation system improvements equitably among those who will benefit.	Consistent. The Project would pay requisite fees for area roadway improvements necessary to maintain adequate LOS standards. Please refer also to detailed discussions of LOS conditions and Project circulation system improvements presented in the EIR TA, EIR Appendix C.
C 8.3: Use annexations, development agreements, revenue-sharing agreements, tax allocation agreements and the CEQA process as tools to ensure that new development pays a fair share of costs to provide local and regional transportation improvements and to mitigate cumulative traffic impacts.	Consistent. The Project Applicant would be required to pay fees specified by the County. Please refer also to Remarks at Policies C 2.1, C 2.3, C 2.5, C 8.2.
C 8.4: Prepare a multi-year Transportation Improvement Program (TIP) that establishes improvement priorities and scheduling for transportation project construction over a period consistent with state and federal requirements.	Consistent. Policy C 8.4 provides direction to County and agency staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of this Policy.
C 8.5: Participate in the establishment of regional traffic mitigation fees and/or road and bridge benefits districts to be assessed on new development. The fees shall cover a reasonable share of the costs of providing local, regional and subregional transportation improvements needed for serving new development in the unincorporated area.	Consistent. The Project Applicant would be required to pay fees specified by the County. Please refer also to Remarks at Policies C 2.1, C 2.5, C 8.2.
C 8.6: Encourage the use of public improvement financing mechanisms, and equitably distribute the costs of road improvements among all those who benefit from the road improvements, including current roadway users.	Consistent. Policy C 8.6 provides direction to County and agency staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of this Policy.
C 8.7: Review and update the County of Riverside Road and Bridge Benefit District fee structure and development impact fees periodically to ensure that capacity expansion projects are developed and constructed in a timely manner.	Consistent. Policy C 8.7 provides direction to County and agency staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of this Policy. The Project is not located in an RBBD fee area.

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Policy	Remarks
C 8.8: Seek all available means to fund improvements, including state and federal grants, to offset the local cost of system improvements where appropriate.	Consistent. Policy C 8.8 provides direction to County and agency staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of this Policy.
C 9.1 – C 9.5: Common Carriers.	Consistent. Policies C 9.1 through C 9.5 provide direction to County and agency staff and decision-makers. Implementation of these Policies is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of these Policies.
C 10.1: Support programs developed by transit agencies/operators to provide paratransit service.	Consistent. Policy C 10.1 provides direction to County and agency staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of this Policy.
C 11.1: Where appropriate, reserve right-of-way to accommodate designated transit service.	Consistent. The Project would provide roadway frontage improvements consistent with the County requirements. The Project site is currently served by RTA bus service. The Project would coordinate with RTA regarding location and design of transit amenities serving the Project.
C 11.2: Incorporate the potential for public transit service in the design of developments that are identified as major trip attractions (i.e., community centers, tourist and employment centers), as indicated in ordinances regulating the division of land of the County of Riverside.	Consistent. The Project proposes a compatible mix of commercial/retail uses intended to respond to area market demands. The Project would concentrate commercial/retail development and broaden a ridership base that could support additional transit service to the area. The Lead Agency and Applicant will coordinate site designs with RTA to plan appropriate transit amenities available to the Project.
C 11.3: Design the physical layout of arterial and collector highways to facilitate bus operations. Locations of bus turn outs and other design features should be considered.	Consistent. The Project would provide roadway frontage improvements consistent with the County requirements. The Project site is currently served by RTA bus service. The Project would coordinate with RTA regarding location and design of transit amenities serving the Project. Please refer also to Remarks at Policies C 4.8, C 11.1, C 11.2.
C 11.4: Offer incentives to new development to encourage it to locate in a transit-oriented area such as a community center or along a designated transit corridor near a station.	Consistent. Policy C 11.4 provides direction to County and agency staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of this Policy.
C 11.5: Accommodate transit through higher densities, innovative design, and right-of- way dedication.	Consistent. The Project would provide roadway frontage improvements consistent with the County requirements. The Project site is currently served by

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Policy	Remarks
	RTA bus service. The Project would coordinate with RTA regarding location and design of transit amenities serving the Project. Please refer also to Remarks at Policies C 4.8, C 11.1, C 11.2, C 11.3.
C 11.6: Promote development of transit centers and park-n-rides for use by all transit operators, including development of multi-modal facilities.	Consistent. Policy C 11.6 provides direction to County and agency staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of this Policy.
C 12.1 – C 12.6: Transit Oasis and Transit Centers.	Consistent. Policies C 12.1 through C 12.6 provide direction to County and agency staff and decision-makers. Implementation of these Policies is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of these Policies.
C 13.1 – C 13.8: Passenger Rail System.	Consistent. Policies C 13.1 through C 13.8 provide direction to County and agency staff and decision-makers. Implementation of these Policies is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of these Policies.
C 14.1 – C 14.3: Aviation System.	Consistent. Policies C 14.1 through C 14.3 provide direction to County and agency staff and decision-makers. Implementation of these Policies is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of these Policies.
C 15.1: Implement a two-tiered system of trails, and later expand it into an effective non-motorized transportation system.	Consistent. Policy C 15.1 provides direction to County and agency staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of this Policy.
C 15.2: Seek financing to implement an effective non-motorized transportation system. This funding can include such potential sources as state and federal grants, Riverside County transportation funds, "in-lieu" fees, special assessments, parking meter revenues, other public and nonprofit organization funds, developer contributions, and other sources.	Consistent. Policy C 15.2 provides direction to County and agency staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of this Policy.
C 15.3: Develop a trail system which connects Riverside County parks and recreation areas while providing links to open space areas, equestrian communities, local municipalities, and regional recreational facilities (including other regional trail	Consistent. Policy C 15.3 provides direction to County and agency staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of this Policy.

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Policy	Remarks
systems), and ensure that the system contains a variety of trail loops of varying classifications and degrees of difficulty and length.	
C 15.4: Periodically review and update the Trails and Bikeways Plan (Figure C-6) in accordance with the review procedures and schedule of the General Plan, in order to ensure its compatibility with the other components of Riverside County General Plan, and with the similar plans of agencies such as Western Riverside County Council of Governments (WRCOG), Coachella Valley Association of Governments (CVAG), Riverside County Transportation Commission(RCTC), Regional Conservation Authority, Riverside County Habitat Conservation Agency and all jurisdictions within and abutting Riverside County. This shall include consistency with the WRCOG and CVAG non-motorized planning documents.	Consistent. Policy C 15.4 provides direction to County and agency staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of this Policy.
C 15.5: Compliance with the Americans with Disabilities Act (ADA) standards will be assured so as to make trails user-friendly, as much as reasonably feasible.	Consistent. Project designs would also be required to conform with ADA regulations. Please refer also to Remarks at Policies C 4.2, C 4.8.
C 15.6: Provide, where feasible, the construction of overpasses or under crossings where trails intersect arterials, urban arterials, expressways, or freeways.	Consistent. Policy C 15.6 provides direction to County and agency staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of this Policy. The Project would not affect designated trails. The Project does not propose or require construction of trail overpasses or under crossings.
C 16.1: Implement the Riverside County trail system as depicted in the Bikeways and Trails Plan, Figure C-6.	Consistent. The Project does not propose or require facilities or operations that would affect the Riverside County trail system. The Project would not interfere with or obstruct implementation of the Policy.
C 16.2: Develop a multi-purpose trail network with support facilities which provide a linkage with regional facilities, and require trailheads and staging areas that are equipped with adequate parking, equestrian trailer parking (as appropriate), bicycle parking, restrooms, informative signage, interpretive displays, maps, and rules of appropriate usage and conduct on trails accessed from such facilities.	Consistent. The Project does not propose or require facilities or operations that would affect the Riverside County trail system. The Project would not interfere with or obstruct implementation of the Policy. Please refer also to Remarks at Policy C 16.1.
C 16.3: Require that trail alignments either provide access to or link scenic corridors, schools, parks, bus stops, transit terminals, park and ride commuter lots, and other areas of concentrated public activity, where feasible.	Consistent. The Project does not propose or require facilities or operations that would affect the Riverside County trail system. The Project would not interfere with or obstruct implementation of the Policy. Please refer also to Remarks at Policies C 16.1, C 16.2.

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Policy	Remarks
C 16.4: Require that all development proposals located along a planned trail or trails provide access to, dedicate trail easements or right-of-way, and construct their fair share portion of the trails system. Evaluate the locations of existing and proposed trails within and adjacent to each development proposal and ensure that the appropriate easements are established to preserve planned trail alignments and trail heads. a. Require that all specific plans and other large-scale development proposals include trail networks as part of their circulation systems. b. Ensure that new gated communities, and where feasible, existing gated communities, do not preclude trails accessible to the general public from traversing through their boundaries. c. Provide buffers between streets and trails, and between adjacent residences and trails. d. Make use of already available or already disturbed land where possible for trail alignments. e. Require that existing and proposed trails within Riverside County connect with those in other neighboring city, county, state, and federal jurisdictional areas.	Consistent. The Project does not propose or require facilities or operations that would affect the Riverside County trail system. The Project would not interfere with or obstruct implementation of the Policy. Please refer also to Remarks at Policies C 16.1, C 16.2, C 16.3.
C 16.5: Identify all existing rights-of-way which have been obtained for trail purposes through the land development process. a. Once the above task has been accomplished, analyze the existing rights-of-way and determine the most expedient method for connecting the parts.	Consistent. The Project does not propose or require facilities or operations that would affect the Riverside County trail system. The Project would not interfere with or obstruct implementation of the Policy. Please refer also to Remarks at Policies C 16.1, C 16.2, C 16.3, C 16.4.
C 16.6: Examine the use of public access utility easements for trail linkages to the regional trails system and/or other open space areas, as feasible. These potential corridors include, but are not limited to, the rights-of-way for: a. water mains; b. water storage project aqueducts; c. irrigation canals; d. flood control; e. sewer lines; f. fiber optic cable lines, g. gas lines, h. electrical lines, and	Consistent. The Project does not propose or require facilities or operations that would affect the Riverside County trail system. The Project would not interfere with or obstruct implementation of the Policy. Please refer also to Remarks at Policies C 16.1, C 16.2, C 16.3, C 16.4, C 16.5.

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Policy	Remarks
i. fire roads, railroads, and bridges.	
C 16.7 Adhere to the following trail-development guidelines when siting a trail: a. Require, where feasible, trails in urban areas to be located either outside of road rights-of-way or within road rights-of-way with the additional dedication right-of-way or easements in fee title to the County of Riverside requiring dual use of utility corridors, irrigation and flood control channels so as to mix uses, separate traffic and noise, and provide more trail services at less cost. b. Secure separate rights-of-way for non-motorized trails when physically, financially and legally feasible. Where a separate right-of-way is not feasible, maintain recreation trails within the County of Riverside or Flood Control right-of-way, where feasible. c. Develop and implement trail design standards which will minimize maintenance due to erosion or vandalism. d. Maximize visibility and physical access to trails from streets and other public lands.	Consistent. The Project does not propose or require facilities or operations that would affect the Riverside County trail system. The Project would not interfere with or obstruct implementation of the Policy. Please refer also to Remarks at Policies C 16.1, C 16.2, C 16.3, C 16.4, C 16.5, C 16.6.
e. Provide a trail surface material that is firm and unyielding to minimize erosion and injuries. f. When a trail is to be obtained through the development approval process, base the precise trail alignments on the physical characteristics of the property, assuring connectivity through adjoining properties. g. Consider the use of abandoned rail lines as multipurpose rail-trails corridors through the "Rails-to-Trails" program. h. Place all recreation trails safe distances from the edges of active aggregate mining operations and separate them by physical barriers, such as fences, berms, and/or other effective separation measures. Avoid placing a trail where it will cross an active mined materials haul route. i. Install warning signs indicating the presence of a trail at locations where regional or community trails cross public roads. Design and build trail crossings at intersections with proper signs, signals, pavement markings, crossing islands, and curb extensions to ensure safe crossings by users. Install trail crossing signs signal	

Table 4.2-1
Project Consistency with Riverside County General Plan Circulation Element Policies
(General Plan 2015, Chapter 4 Circulation Element - see also: https://planning.rctlma.org/sites/g/files/aldnop416/files/migrated/Portals-14-genplan-2019-elements-Ch04-Circulation-072720v2.pdf

Policy	Remarks
lights (as appropriate) at the intersections of trail crossings with public roads to ensure safe crossings by users. j. Design and construct trails that properly account for such issues as sensitive habitat areas, cultural resources, flooding potential, access to neighborhoods and open space, safety, alternate land uses, and usefulness for both transportation and recreation. k. Coordinate with other agencies and/or organizations (such as the U.S. Fish and Wildlife Service, National Park Service, Bureau of Land Management, U. S. Army Corp of Engineers, U. S. Bureau of Reclamation, and the California Department of Transportation) to encourage the development of multi-purpose trails. Potential joint uses may include historic, cultural resources, and environmental interpretation, access to fishing areas and other recreational uses, opportunities for education, and access for the disabled. l. Work with landowners to address concerns about privacy, liability, security, and trail maintenance. m. Regional Urban, Regional Rural, and Regional Open Space trails should be designed so as to be compatible with the community contexts in which the trails are being sited.	
n. Driveway crossings by trails should be designed and surfaced in a manner compatible with multipurpose trails usage. Except for local, neighborhood-serving trails that are not intended as primary community linkages, select routes for trails that minimize driveway crossings. o. Benches, fencing, water fountains, trees and shading, landscape buffers, rest stops, restrooms, and other trail-related amenities shall be provided where appropriate. p. All trails along roadways shall be appropriately signed to identify safety hazards, and shall incorporate equestrian crossing signals, mileage markers, and other safety features, as appropriate. q. Information about Riverside County's trail system shall be provided at Riverside County Park and Open Space District and online in order to make the public aware of Riverside County's trail system.	

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Policy	Remarks
r. Trails shall not be sited along sound walls, project boundary walls, and other walls that effectively obstruct visibility beyond the edge of a trail. s. All trail surfacing shall be appropriate to an array of users of the trail. Soft-surfaced trails shall have smooth, firm, slip-resistant surfacing so as to minimize foot and ankle injuries. t. Use already available or disturbed land for trails wherever possible for new or extended trails. u. Use pervious pavement or bio-swales along paved trails to assist in maintaining water quality. v. Coordinate with local Native American tribes for any proposed trails under the mandates of "SB18" Traditional Tribal Places Law.	
C16.8: Require the installation (where appropriate and pursuant to County of Riverside standards) of the appropriate styles of fencing along trail alignments that separate trails from road rights-of-ways (ROWs), or where trails are located within road ROWs, that provide adequate separation from road traffic, in order to adequately provide for public safety. Examples of such fence types include simulated wood post and rail fencing constructed of PVC material, wood round post and rail, and wood-textured concrete post and rail fencing.	Consistent. The Project does not propose or require facilities or operations that would affect the Riverside County trail system. The Project would not interfere with or obstruct implementation of the Policy. Please refer also to Remarks at Policies C 16.1, C 16.2, C 16.3, C 16.4, C 16.5, C 16.6, C 16.7.
C 16.9: Coordinate with cities, adjacent counties and affected state or federal land management entities regarding regional trails that cross over or terminate at jurisdictional boundaries. Ensure that adequate consideration is given to how the trail is addressed once it leaves the jurisdiction of Riverside County.	Consistent. The Project does not propose or require facilities or operations that would affect the Riverside County trail system. The Project would not interfere with or obstruct implementation of the Policy. Please refer also to Remarks at Policies C 16.1, C 16.2, C 16.3, C 16.4, C 16.5, C 16.6, C 16.7, C 16.8.
C 17.1: Develop Class I Bike Paths, Class II Bike Lanes and Class I Bike Paths/Regional Trails (Combination Trails) as shown in the Trails Plan (Figure C-7), to the design standards as outlined in the California Department of Transportation Highway Design Manual, adopted Riverside County Design Guidelines (for communities that have them), Riverside County Regional Park and Open Space Trails Standards Manual, and other Riverside County Guidelines.	Consistent. The Project does not propose or require facilities or operations that would adversely affect designated Bike Paths or Bike Lanes. The Project Applicant would be required to improve adjacent rights-of-way consistent with County requirements, to include any provisions for bike lanes/bike paths. All improvements would be required to comply with County design and construction requirements. The Project would also be required to provide bicycle amenities consistent with County requirements and as specified under CalGreen.
C 17.2: Require bicycle access between proposed developments and other parts of Riverside County trail system through dedication of easements and construction of bicycle access ways.	Consistent. The Project does not propose or require facilities or operations that would adversely affect designated Bike Paths or Bike Lanes. The Project Applicant would be required to improve adjacent rights-of-way consistent with County

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Policy	Remarks
	requirements, to include any provisions for bike lanes/bike paths. Please refer also to Remarks at Policy C 17.1.
C 17.3 Ensure that the bikeway system incorporates the following: a. Interconnection throughout and between cities and unincorporated communities. b. Appropriate lanes to specific destinations such as state or county parks. c. Appropriate opportunities for recreational bicycle riding and bicycle touring. d. Opportunities for bicycle commuting and golf cart commuting within a community, as appropriate for the terrain, traffic levels and proximity to surrounding destinations. e. Bikeways connecting to all urban transit centers and systems (bus stops and Metrolink stations) in the vicinity. f. Bicycle parking at transit stops and park-and-ride lots.	Consistent. The Project does not propose or require facilities or operations that would adversely affect designated Bike Paths or Bike Lanes. The Project Applicant would be required to improve adjacent rights-of-way consistent with County requirements, to include any provisions for bike lanes/bike paths. Please refer also to Remarks at Policies C 17.1, C 17.2.
C 17.4: Ensure that alternative modes of motorized transportation, such as buses, trains, taxi cabs, etc., plan and provide for transportation of recreational and commuting bicyclists and bicycles on public transportation systems. Coordinate with all transit operators to ensure that bicycle facilities are provided along and/or near all transit routes, whenever feasible. New land developments shall be required to provide bicycle facilities to existing or future planned transit routes.	Consistent. The Project does not propose or require facilities or operations that would adversely affect designated Bike Paths or Bike Lanes. The Project Applicant would be required to improve adjacent rights-of-way consistent with County requirements, to include any provisions for bike lanes/bike paths. Please refer also to Remarks at Policies C 1.2, C 4.8, C 11.1, C 11.2.
C 18.1 – C 18.3: Acquisition, Maintenance, and Funding of Multipurpose Trails and Bikeways	Consistent. Policies C 18.1 through C 18.3 provide direction to County and agency staff and decision-makers. Implementation of these Policies is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of these Policies.
C 19.1: Preserve scenic routes that have exceptional or unique visual features in accordance with Caltrans' Scenic Highways Plan.	Consistent. The Project would not affect scenic routes or unique visual features. Please refer to EIR Appendix A, Initial Study topic *Aesthetics*. The Project would not interfere with or obstruct implementation of this Policy.
C 20.1: Ensure preservation of trees identified as superior examples of native vegetation within road rights-of-way through development proposals review process. Where the County of Riverside deems preservation to be infeasible, relocation and/or replacement shall be evaluated by a qualified arborist to ensure that impacts are mitigated.	Consistent. No protected trees or trees identified as "superior examples" exist within the Project site or within adjacent roadways. Please refer to Section 4.7 *Biological Resources*. The Project would not interfere with or obstruct implementation of this Policy.

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Policy	Remarks
C 20.2: Provide all roadways located within identified flood areas with adequate flood control measures.	Consistent. The Project site and serving roadways are not located within a flood hazard area. Please refer to EIR Appendix A, Initial Study topic *Hydrology and Water Quality*. The Project would not interfere with or obstruct implementation of this Policy.
C 20.3: Locate roadways outside identified flood plains whenever possible.	Consistent. The Project site and serving roadways are not located within a flood hazard area. Please refer to EIR Appendix A, Initial Study topic *Hydrology and Water Quality*. Please refer also to Remarks at Policy C 20.2.
C 20.4: New crossings of watercourses by local roads shall occur at the minimum frequency necessary to provide for adequate neighborhood and community circulation and fire protection. Wherever feasible, new crossings shall occur using bridging systems that pass over entire watercourses and associated floodplains and riparian vegetation in single spans. Dip or culvert crossings shall be avoided, but, where their use is unavoidable, they shall be designed to minimize impacts on watercourses.	Consistent. The Project does not propose or require roads that would cross water courses. The Project would not interfere with or obstruct implementation of this Policy.
C 20.5: In order to protect the watershed, water supply, groundwater recharge, and wildlife values of watercourses, the County of Riverside will avoid siting utility infrastructure and associated grading, fire clearance, and other disturbances within or adjacent to watercourses, if there are feasible alternatives available, and discourage special districts and other governmental jurisdictions outside of Riverside County's authority, from doing so. Where such watershed utility siting locations cannot be avoided, the impacts on watercourses shall be minimized.	Consistent. Policy C 20.5 provides direction to County and agency staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of this Policy.
C 20.6: Control dust and mitigate other environmental impacts during all stages of roadway construction.	Consistent. The Project would be required to control dust as required under SCAQMD Rule 403 et al. As substantiated at EIR Section 4.3 *Air Quality*, the Project would not result in any significant impacts related to dust or particulate matter.
C 20.7: Protect all streets and highways located within identified blow sand areas from blow sand hazards to the extent practicable.	Consistent. The Project site and supporting roadways are not located within an identified blow sand area. Please refer to EIR Appendix A, Initial Study topic *Wind Erosion and Blowsand*. The Project would not interfere with or obstruct implementation of this Policy.
C 20.8: Protect Riverside County residents from transportation generated noise hazards. Increased setbacks, walls, landscaped berms, other sound absorbing barriers,	Consistent. EIR Section 4.6 *Noise* and Appendix G substantiates that all Project vehicular-source noise impacts would be less than significant or less than

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Policy	Remarks
or a combination thereof shall be provided along freeways, expressways, and four-lane highways in order to protect adjacent noise-sensitive land uses from traffic-generated noise impacts. Additionally, noise generators such as commercial, manufacturing, and/or industrial activities shall use these techniques to mitigate exterior noise levels to no more than 60 decibels.	significant as mitigated. Please refer also to Remarks at Policies C 3.28, C 3.29, C 6.7.
C 20.9: Incorporate specific requirements of the Western Riverside County Multiple Species Habitat Conservation Plan and the Coachella Valley Multiple Species Habitat Conservation Plan into transportation plans and development proposals.	Consistent. Policy C 20.9 provides direction to County and agency staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of this Policy.
C 20.10: Avoid, where practicable, disturbance of existing communities and biotic resource areas when identifying alignments for new roadways, or for improvements to existing roadways and other transportation system improvements.	Consistent. Policy C 20.10 provides direction to County and agency staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of this Policy.
C 20.11: Implement the Circulation Plan in a manner consistent with federal, state, and local environmental quality standards and regulations.	Consistent. The Project Applicant would be required to improve adjacent rights-of-way consistent with County requirements. All improvements would be required to comply with County design and construction requirements. Please refer to Remarks at Policies C 2.1, C 3.1, C 3.3, C 3.13, C 3.14, C 6.2, C 6.3, C 6.4.
C 20.12: Review proposals for expansion of pipelines for the transport of suitable products and materials. Any project proponent of such a pipeline shall mitigate impacts, particularly the potential for hazardous chemical or gas leakage and explosion, in accordance with local, state and federal regulations.	Consistent. The Project does not propose or require expansion of pipelines for the transport of products or materials. The Project would not interfere with or obstruct implementation of this Policy.
C 20.13: Incorporate specific requirements of the General Plan Air Quality Element into transportation plans and development proposals where applicable.	Consistent. Policy C 20.10 provides direction to County and agency staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of this Policy. EIR Section 4.3 *Air Quality* substantiates that all Project air quality impacts would be less than significant.
C 20.14: Encourage the use of alternative non-motorized transportation and the use of non-polluting vehicles.	Consistent. The Project proposes a compatible mix of commercial/retail uses intended to respond to area market demands. The Project would concentrate commercial/retail development and broaden a ridership base that could support additional transit service to the area. The Lead Agency and Applicant will coordinate site designs with RTA to plan appropriate transit amenities available to the Project. The Project would also be required to provide bicycle amenities consistent with County requirements and as specified under CalGreen. Project pedestrian access would be provided as required by the County.

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Project Consistency with Riverside County General Plan Circulation Element Policies
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Policy	Remarks
C 20.15 Implement National Pollutant Discharge Elimination System Best Management Practices relating to construction of roadways to control runoff contamination from affecting the groundwater supply.	Consistent. The Project would be required to comply with applicable NPDES requirements. Please refer to EIR Appendix A, Initial Study topic *Soils*.
C 21.1 – C 21.7: Transportation Systems Management.	Consistent. Policies C 21.1 through C 21.7 provide direction to County and agency staff and decision-makers. Implementation of these Policies is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of these Policies.
C 22.1 and C 22.2: Transportation Demand Management.	Consistent. Policies C 22.1 and C 22.2 provide direction to County and agency staff and decision-makers. Implementation of these Policies is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of these Policies.
C 23.1 – C 23.14: Goods Movement.	Consistent. Policies C 23.1 through C 23.14 provide direction to County and agency staff and decision-makers. Implementation of these Policies is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of these Policies.
C 24.1: Encourage the integration of Intelligent Transportation Systems (ITS) consistent with the principles and recommendations referenced in the Inland Empire ITS Strategic Plan as the transportation system is implemented.	Consistent. Policy C 24.1 provides direction to County and agency staff and decision-makers. Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of this Policy.
C 25.1 and C 25.2: Major Utility Corridors.	Consistent. Policies C 25.1 and C 25.2 provide direction to County and agency staff and decision-makers. Implementation of these Policies is beyond the scope of the Project. The Project would not interfere with or obstruct implementation of these Policies.

Sources: Policy statements from County of Riverside General Plan, Circulation Element; Remarks by Applied Planning, Inc.

Summary

The Project is designed to provide and preserve safe pedestrian access along its Washington Street and Van Buren Boulevard frontages and between the public right-of-way and on-site commercial uses. Sidewalks would be provided along adjacent public roadways as required by the County, with perimeter landscaping serving to separate the public streetscape and pedestrian realm from on-site operational areas. Project frontage improvements, sidewalk design, driveway configuration, and access points would be subject to County review and approval through improvement-plan and development-review processes. This review would require conformance with applicable County road, access-control, intersection-spacing, sight-distance, design, construction, and Complete Streets requirements.

The Project's access design further supports pedestrian safety by providing a signalized primary driveway connection to Washington Street, with other Project driveways operating under STOP control. Final designs of driveway locations and configurations would be reviewed to ensure appropriate access control and sight distance, thereby minimizing potential conflicts between vehicles entering or leaving the site and pedestrians using adjacent sidewalks. Project improvements would also be required to provide pedestrian facilities consistent with County requirements and applicable Americans with Disabilities Act (ADA) standards. Consistent with CalGreen and County requirements, the Project would provide bicycle amenities and would coordinate with the Riverside Transit Agency regarding the location and design of transit amenities serving the site. These measures would facilitate pedestrian, bicycle, transit, and ADA access to the Project and would avoid conflict with applicable County circulation, pedestrian, bicycle, and transit policies.

The Project includes drive-through restaurant and retail gas station uses, which are subject to County conditional-use-permit review and use-specific conditions of approval. Although final tenant-level facility designs will be refined during subsequent development review, the Project site plan provides for on-site circulation, access, parking, and service areas, and all final improvements must conform with Riverside County

Ordinance No. 348, applicable County design guidelines, and conditions of approval. These requirements provide a mechanism for the County to confirm that final drive-through lane layouts, stacking configurations, access points, and internal circulation operate safely and do not obstruct required drive aisles, parking access, pedestrian routes, or public-street operations.

The EIR also addresses the potential environmental effects associated with drive-through and retail gas station activities and reacted vehicle queuing. Specifically, the EIR Air Quality Impact Analysis evaluates emissions associated with on-site vehicle queuing and idling at the proposed drive-through restaurants, as well as at the proposed gasoline station. The Project Noise and Vibration Analysis evaluates all operational noise sources including from drive-through speaker systems, parking-lot vehicle movements, truck activity, loading, trash-enclosure activity, rooftop mechanical equipment, and gasoline-station activity. The EIR substantiates that Project transportation and circulation policy impacts would be less than significant and that operational environmental effects, including those associated with drive-through and retail gas station activities, would be less than significant or less than significant with mitigation. Please refer also to EIR Sections 3.0 *Project Description*, 4.3 *Air Quality*, and Section 4.6 *Noise*.

Based on the preceding, the Project would not conflict with or obstruct implementation of policies and programs supporting the area transportation system. The potential for the Project to conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities and thereby result in adverse environmental impacts is therefore considered less than significant.

Level of Significance: Less-Than-Significant.

4.3 AIR QUALITY

4.3 AIR QUALITY

Abstract

Potential air quality impacts considered in this Section are consistent with those identified in Woodcrest Retail Center Project Initial Study, June 2025; County of Riverside, Environmental Assessment Form: Initial Study. The EIR Initial Study in its entirety is presented at EIR Appendix A.

As established through the EIR Initial Study process, the Project could result in potentially significant impacts under the following topics, considered in detail within this Section:

- *Conflict with or obstruct implementation of the applicable air quality plan.*
- *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 (including releasing emissions which exceed quantitative thresholds for ozone precursors).*
- *Expose sensitive receptors which are located within 1 mile of the project site to project substantial point source emissions.*

As substantiated in the analyses within this Section, the above potential impacts of the Project would be less than significant. Please refer also to supporting technical analysis presented in Woodcrest Retail Air Quality Analysis *(Urban Crossroads, Inc.) April 7, 2026 provided at Appendix D.*

Impacts previously determined not to be potentially significant through the EIR Initial Study process include the following.

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

This potential impact is not further substantively addressed within this Section. See also EIR Appendix A, Initial Study and EIR Table 1.7-1, Summary of Impacts Determined Not to be Potentially Significant.

4.3.1 INTRODUCTION

This Section presents existing air quality conditions and identifies potential air quality impacts resulting from construction and operations of the Project. Local and regional climate, meteorology, and air quality are discussed, as well as existing federal, state, and regional air quality regulations. The information presented in this Section is summarized from: *Woodcrest Retail Center Air Quality Impact Analysis* (Urban Crossroads, Inc.) April 7, 2026 (Project AQIA). The Project AQIA and all supporting modeling data are presented at EIR Appendix D.

4.3.2 AIR QUALITY FUNDAMENTALS

Air pollution comprises substances generated from a variety of sources, both man-made and natural. Twentieth century industrialization, especially activities relying on burning of fossil fuels, creates air pollution. Most air pollutant contaminants are wasted energy in the form of unburned fuels or by-products of the combustion process. Motor vehicles are by far the most significant source of air pollutants in urban areas, emitting photochemically reactive hydrocarbons (unburned fuel), carbon monoxide, and oxides of nitrogen. These primary pollutants chemically react in the atmosphere with sunlight and the passage of time to form secondary pollutants such as ozone.

Air pollutants are generally classified as either primary or secondary pollutants. Primary pollutants are generated daily and emitted directly from the source, whereas secondary pollutants are created over time and occur within the atmosphere as chemical and photochemical reactions take place. Examples of primary pollutants include carbon monoxide (CO), oxides of nitrogen (NO_2 and NOx), sulfur dioxide (SO_2), particulate matter (PM_{10} and $PM_{2.5}$), and various hydrocarbons or reactive organic gases/volatile

organic compounds (ROG/VOC).[1] Examples of secondary pollutants include ozone (O_3), which is a product of the reaction between NO_X and ROG in the presence of sunlight. Other secondary pollutants include photochemical aerosols.

To aid in the review of discussions presented subsequently in this Section, recurring terms, abbreviations, and acronyms are defined as follows: PPM - Parts per Million; $\mu g/m^3$ - Micrograms Per Cubic Meter; PM_{10} - Particulate Matter Less Than 10 Microns in Diameter; $PM_{2.5}$ - Particulate Matter Less Than 2.5 Microns In Diameter.

4.3.2.1 Criteria Air Pollutants

Criteria air pollutants are those air contaminants for which air quality standards currently exist. Currently, state and federal air quality standards exist for ozone, nitrogen dioxide (NO_2), sulfur dioxide (SO_2), carbon monoxide (CO), suspended particulate matter (PM_{10} and $PM_{2.5}$), and lead. California has also set standards for visibility, sulfates, hydrogen sulfide, and vinyl chloride. Evaluated criteria air contaminants, or their precursors, typically also include reactive organic gases (ROG), oxides of nitrogen (NO_X), sulfur oxides (SO_x), and respirable particulate matter (PM_{10}, $PM_{2.5}$). Pollutant characteristics, mechanisms of pollutant origination and potential health effects of air pollutants are summarized at Table 4.3-1.

Table 4.3-1
Criteria Pollutants, Sources, and Health Effects

Criteria Pollutant	Description	Sources	Health Effects
CO	CO is a colorless, odorless gas produced by the incomplete combustion of carbon-containing fuels, such as gasoline or wood. CO concentrations tend to be the highest during the winter morning, when little to no wind and surface-based inversions trap the pollutant at ground levels. Because CO is	Any source that burns fuel such as automobiles, trucks, heavy construction equipment, farming equipment and residential heating.	Individuals with a deficient blood supply to the heart are the most susceptible to the adverse effects of CO exposure. The effects observed include earlier onset of chest pain with exercise, and electrocardiograph changes indicative of decreased oxygen (O_2) supply to the heart. Inhaled CO has no direct toxic effect on the lungs but exerts its effect on

[1] VOC is a broad category of volatile carbon compounds, while ROG is the subset of those organics that are photochemically reactive and thus relevant to ozone and smog formation in outdoor air.

Table 4.3-1
Criteria Pollutants, Sources, and Health Effects

Criteria Pollutant	Description	Sources	Health Effects
	emitted directly from internal combustion engines, unlike ozone (O_3), motor vehicles operating at slow speeds are the primary source of CO in the SCAB. The highest ambient CO concentrations are generally found near congested transportation corridors and intersections.		tissues by interfering with O_2 transport and competing with O_2 to combine with hemoglobin present in the blood to form carboxyhemoglobin (COHb). Hence, conditions with an increased demand for O_2 supply can be adversely affected by exposure to CO. Individuals most at risk include fetuses, patients with diseases involving heart and blood vessels, and patients with chronic hypoxemia (O_2 deficiency) as seen at high altitudes.
SO_2	SO_2 is a colorless, extremely irritating gas or liquid. It enters the atmosphere as a pollutant mainly as a result of burning high sulfur-content fuel oils and coal and from chemical processes occurring at chemical plants and refineries. When SO_2 oxidizes in the atmosphere, it forms SO_4. Collectively, these pollutants are referred to as sulfur oxides (SO_X).	Coal or oil burning power plants and industries, refineries, diesel engines.	A few minutes of exposure to low levels of SO_2 can result in airway constriction in some asthmatics, all of whom are sensitive to its effects. In asthmatics, increase in resistance to air flow, as well as reduction in breathing capacity leading to severe breathing difficulties, are observed after acute exposure to SO_2. In contrast, healthy individuals do not exhibit similar acute responses even after exposure to higher concentrations of SO_2. Animal studies suggest that despite SO_2 being a respiratory irritant, it does not cause substantial lung injury at ambient concentrations. However, very high levels of exposure can cause lung edema (fluid accumulation), lung tissue damage, and sloughing off of cells lining the respiratory tract. Some population-based studies indicate that the mortality and morbidity effects associated with fine particles show a similar association with ambient SO_2 levels. In these studies, efforts to separate the effects of SO_2 from those of fine particles have not been successful. It is not clear whether the two pollutants act synergistically, or one pollutant alone is the predominant factor.
NO_2	NO_2 is a key component of nitrogen oxides (NO_X), which also includes nitric oxide (NO) and nitrous oxide (N_2O). NO_X compounds are primarily produced during	Any source that burns fuel such as automobiles, trucks, heavy construction equipment, farming	Population-based studies suggest that an increase in acute respiratory illness, including infections and respiratory symptoms in children (not infants), is associated with long-term exposure to

Table 4.3-1
Criteria Pollutants, Sources, and Health Effects

Criteria Pollutant	Description	Sources	Health Effects
	combustion processes when nitrogen (N_2) reacts with oxygen (O_2). Both NO and NO_2 serve as precursors in the formation of O_3 and $PM_{2.5}$, making their monitoring crucial for air quality assessments. NO_2, being the more abundant form of NO_X in the atmosphere, has a relatively short lifespan of one to seven days, which enhances its significance as a major air pollutant. As a criteria air pollutant, NO_2 poses various health risks, including respiratory issues and increased vulnerability to infections. It also absorbs blue light, imparting a brownish-red hue to the atmosphere and contributing to reduced visibility and smog formation. Given that NO emissions largely convert to NO_2, the examination of NO_X emissions becomes essential when assessing potential air quality impacts. The concentrations of NO_2 are closely related to traffic density, often resulting in higher exposure levels for commuters in heavy traffic compared to what regional monitoring stations may indicate.	equipment and residential heating.	NO_2 at levels found in homes with gas stoves, which are higher than ambient levels found in Southern California. Increase in resistance to air flow and airway contraction is observed after short-term exposure to NO_2 in healthy subjects. Larger decreases in lung functions are observed in individuals with asthma or chronic obstructive pulmonary disease (e.g., chronic bronchitis, emphysema) than in healthy individuals, indicating a greater susceptibility of these sub-groups. In animals, exposure to levels of NO_2 considerably higher than ambient concentrations result in increased susceptibility to infections, possibly due to the observed changes in cells involved in maintaining immune functions. The severity of lung tissue damage associated with high levels of O_3 exposure increases when animals are exposed to a combination of O_3 and NO_2.
O_3	O_3 is a highly reactive and unstable gas that is formed when VOCs and NO_X, both byproducts of internal combustion engine exhaust, undergo slow photochemical reactions in the presence of sunlight. O_3 concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable to the formation of this pollutant.	Formed when ROGs and NO_X react in the presence of sunlight. ROG sources include any source that burns fuels, (e.g., gasoline, natural gas, wood, oil) solvents, petroleum processing and storage and pesticides.	Individuals exercising outdoors, children, and people with preexisting lung disease, such as asthma and chronic pulmonary lung disease, are considered to be the most susceptible sub-groups for O_3 effects. Short-term exposure (lasting for a few hours) to O_3 at levels typically observed in Southern California can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes. Elevated O_3 levels are associated with increased school absences. In recent years, a

Table 4.3-1
Criteria Pollutants, Sources, and Health Effects

Criteria Pollutant	Description	Sources	Health Effects
			correlation between elevated ambient O_3 levels and increases in daily hospital admission rates, as well as mortality, has also been reported. An increased risk for asthma has been found in children who participate in multiple outdoor sports and reside in communities with high O_3 levels. O_3 exposure under exercising conditions is known to increase the severity of the responses described above. Animal studies suggest that exposure to a combination of pollutants that includes O_3 may be more toxic than exposure to O_3 alone. Although lung volume and resistance changes observed after a single exposure diminish with repeated exposures, biochemical and cellular changes appear to persist, which can lead to subsequent lung structural changes.
Particulate Matter (PM_{10}, $PM_{2.5}$)	PM_{10} comprises tiny solid or liquid particles of soot, dust, smoke, fumes, and aerosols. Particulate matter pollution is a major cause of reduce visibility (haze) which is caused by the scattering of light and consequently the significant reduction air clarity. The size of the particles (10 microns or smaller, about 0.0004 inches or less) allows them to easily enter the lungs where they may be deposited, resulting in adverse health effects. Additionally, it should be noted that PM_{10} is considered a criteria air pollutant. $PM_{2.5}$ is a similar air pollutant to PM_{10} consisting of tiny solid or liquid particles which are 2.5 microns or smaller (which is often referred to as fine particles). These particles are formed in the atmosphere from primary gaseous emissions that include SO_4 formed from SO_2 release from power plants and industrial facilities and nitrates	Sources of PM_{10} include road dust, windblown dust and construction. Also formed from other pollutants (acid rain, NO_x, SO_x, organics). Incomplete combustion of any fuel. $PM_{2.5}$ comes from fuel combustion in motor vehicles, equipment, and industrial sources, residential and agricultural burning. Also formed from reaction of other pollutants (acid rain, NO_x, SO_x, organics).	A consistent correlation between elevated ambient fine particulate matter (PM_{10} and $PM_{2.5}$) levels and an increase in mortality rates, respiratory infections, number and severity of asthma attacks and the number of hospital admissions has been observed in different parts of the United States and various areas around the world. In recent years, some studies have reported an association between long-term exposure to air pollution dominated by fine particles and increased mortality, reduction in lifespan, and an increased mortality from lung cancer. Daily fluctuations in $PM_{2.5}$ concentration levels have also been related to hospital admissions for acute respiratory conditions in children, to school and kindergarten absences, to a decrease in respiratory lung volumes in normal children, and to increased medication use in children and adults with asthma. Recent studies show lung function growth in children is reduced with long term exposure to particulate matter.

Table 4.3-1
Criteria Pollutants, Sources, and Health Effects

Criteria Pollutant	Description	Sources	Health Effects
	that are formed from NO_X release from power plants, automobiles, and other types of combustion sources. The chemical composition of fine particles highly depends on location, time of year, and weather conditions. $PM_{2.5}$ is a criteria air pollutant.		The elderly, people with pre-existing respiratory or cardiovascular disease, and children appear to be more susceptible to the effects of high levels of PM_{10} and $PM_{2.5}$.
Pb	Pb is a heavy metal that is highly persistent in the environment and is considered a criteria pollutant. In the past, the primary source of Pb in the air was emissions from vehicles burning leaded gasoline. The major sources of Pb emissions are ore and metals processing, particularly Pb smelters, and piston-engine aircraft operating on leaded aviation gasoline. Other stationary sources include waste incinerators, utilities, and lead-acid battery manufacturers. It should be noted that the Project does not include operational activities such as metal processing or Pb acid battery manufacturing. As such, the Project is not anticipated to generate a quantifiable amount of Pb emissions.	Metal smelters, resource recovery, leaded gasoline, deterioration of Pb paint.	Fetuses, infants, and children are more sensitive than others to the adverse effects of Pb exposure. Exposure to low levels of Pb can adversely affect the development and function of the central nervous system, leading to learning disorders, distractibility, inability to follow simple commands, and lower intelligence quotient. In adults, increased Pb levels are associated with increased blood pressure. Pb poisoning can cause anemia, lethargy, seizures, and death; although it appears that there are no direct effects of Pb on the respiratory system. Pb can be stored in the bone from early age environmental exposure, and elevated blood Pb levels can occur due to breakdown of bone tissue during pregnancy, hyperthyroidism (increased secretion of hormones from the thyroid gland) and osteoporosis (breakdown of bony tissue). Fetuses and breast-fed babies can be exposed to higher levels of Pb because of previous environmental Pb exposure of their mothers.

Source: *Woodcrest Retail Center Air Quality Impact Analysis* (Urban Crossroads, Inc.) April 7, 2026.

4.3.2.2 Other Regulated Pollutants

SCAQMD's primary focus is to achieve the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) for criteria pollutants. However, SCAQMD also has a broader mandate to control emissions of air contaminants and safeguard public health generally. As a result, SCAQMD regulates additional pollutants beyond criteria pollutants, including reactive organic gases (ROGs), VOCs, and odors. Additional pollutants, their typical sources, and health effects are presented at Table 4.3-2.

Table 4.3-2
Other Regulated Pollutants

Pollutant	Description	Sources	Health Effects
VOC	VOCs are hydrocarbon compounds (any compound containing various combinations of hydrogen and carbon atoms) that exist in the ambient air. VOCs contribute to the formation of smog through atmospheric photochemical reactions and/or may be toxic. Compounds of carbon (also known as organic compounds) have different levels of reactivity; that is, they do not react at the same speed or do not form O_3 to the same extent when exposed to photochemical processes. VOCs often have an odor, and some examples include gasoline, alcohol, and the solvents used in paints. Exceptions to the VOC designation include CO, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate. VOCs are a criteria pollutant since they are a precursor to O_3, which is a criteria pollutant. The terms VOC and ROG (see below) interchangeably.	Organic chemicals are widely used as ingredients in household products. Paints, varnishes, and wax all contain organic solvents, as do many cleaning, disinfecting, cosmetic, degreasing and hobby products. Fuels are made up of organic chemicals. All of these products can release organic compounds while you are using them, and, to some degree, when they are stored.	Breathing VOCs can irritate the eyes, nose, and throat, can cause difficulty breathing and nausea, and can damage the central nervous system as well as other organs. Some VOCs can cause cancer. Not all VOCs have all these health effects, though many have several.

Table 4.3-2
Other Regulated Pollutants

Pollutant	Description	Sources	Health Effects
ROG	Similar to VOC, ROGs are also precursors in forming O_3 and consist of compounds containing methane, ethane, propane, butane, and longer chain hydrocarbons, which are typically the result of some type of combustion/decomposition process. Smog is formed when ROG and NO_X react in the presence of sunlight. ROGs are a criteria pollutant since they are a precursor to O_3, which is a criteria pollutant. The terms ROG and VOC (see previous) interchangeably.	Sources similar to VOCs.	Health effects similar to VOCs.
Odor	Odor means the perception experienced by a person when one or more chemical substances in the air come into contact with the human olfactory nerves.	Odors can come from many sources including animals, human activities, industry, natures, and vehicles.	Offensive odors can potentially affect human health in several ways. First, odorant compounds can irritate the eye, nose, and throat, which can reduce respiratory volume. Second, studies have shown that the VOCs that cause odors can stimulate sensory nerves to cause neurochemical changes that might influence health, for instance, by compromising the immune system. Finally, unpleasant odors can trigger memories or attitudes linked to unpleasant odors, causing cognitive and emotional effects such as stress.

Source: *Woodcrest Retail Center Air Quality Impact Analysis* (Urban Crossroads, Inc.) April 7, 2026.

4.3.3 SETTING

4.3.3.1 Local and Regional Climate

The Project site is located in the South Coast Air Basin (SCAB, Basin) within the jurisdiction of SCAQMD. The SCAQMD was created by the 1977 Lewis-Presley Air

Quality Management Act, which merged four county air pollution control bodies into one regional district. Under the Act, the SCAQMD is responsible for bringing air quality in areas under its jurisdiction into conformity with federal and state air quality standards. The SCAQMD has jurisdiction over an area of approximately 10,743 square miles, consisting of the four-county Basin (Orange County and the non-desert portions of Los Angeles, Riverside and San Bernardino Counties), and the Riverside County portions of the Salton Sea Air Basin and Mojave Desert Air Basin.

The 6,745-square-mile SCAB is bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Los Angeles County portion of the Mojave Desert Air Basin is bounded by the San Gabriel Mountains to the south and west, the Los Angeles/Kern County border to the north, and the Los Angeles/San Bernardino County border to the east. The Riverside County portion of the Salton Sea Air Basin is bounded by the San Jacinto Mountains in the west and spans eastward up to the Palo Verde Valley.

Persistent climatic conditions and variations in temperature, wind, humidity, precipitation, and ambient sunshine significantly influence air quality in the SCAB. Annual average temperatures throughout the SCAB vary from the low to mid 60s (degrees Fahrenheit). Due to a decreased marine influence, easterly portions of the SCAB exhibit greater variability in average annual temperatures. January is the coldest month throughout the SCAB, with average minimum temperatures ranging from 47°F in central Los Angeles to 36°F in San Bernardino. All portions of the SCAB have recorded maximum temperatures exceeding 100°F.

Although the climate of the SCAB can be characterized as semi-arid, the air near the land surface is quite moist on most days because of the presence of a marine layer. This shallow layer of sea air is an important modifier of SCAB climate. Humidity restricts visibility in the SCAB, and the conversion of sulfur dioxide to sulfates is heightened in air with high relative humidity. The marine layer provides an environment for that conversion process, especially during the spring and summer months. The annual

average relative humidity within the SCAB is 71 percent along the coast and 59 percent inland. Since the ocean effect is dominant, periods of heavy early morning fog are frequent and low stratus clouds are a characteristic feature. It should be noted that these effects decrease with distance from the coast.

More than 90 percent of the SCAB's rainfall occurs from November through April. The annual average rainfall varies from approximately nine inches in Riverside to fourteen inches in downtown Los Angeles. Monthly and yearly rainfall totals are extremely variable. Summer rainfall usually consists of widely scattered thunderstorms near the coast and slightly heavier shower activity in the eastern portion of the SCAB, with frequency being higher near the coast.

Due to its generally clear weather, about three-quarters of available sunshine is received in the SCAB. The remaining one-quarter is absorbed by clouds. The ultraviolet portion of this abundant radiation is a key factor in photochemical reactions. On the shortest day of the year there are approximately 10 hours of possible sunshine, and on the longest day of the year there are approximately 14-½ hours of possible sunshine.

The importance of wind to air pollution is considerable. The direction and speed of the wind determines the horizontal dispersion and transport of the air pollutants. During the late autumn to early spring rainy season, the SCAB is subjected to wind flows associated with the traveling storms moving through the region from the northwest. This period also brings five to ten periods of strong, dry offshore winds, locally termed "Santa Anas," each year. During the dry season, which coincides with the months of maximum photochemical smog concentrations, the wind flow is bimodal, typified by a daytime onshore sea breeze and a nighttime offshore drainage wind.

Summer wind flows are created by the pressure differences between the relatively cold ocean and the unevenly heated and cooled land surfaces that modify the general northwesterly wind circulation over southern California. Nighttime drainage begins with the radiational cooling of the mountain slopes. Heavy, cool air descends the slopes and

flows through the mountain passes and canyons as it follows the lowering terrain toward the ocean. Another characteristic wind regime in the SCAB is the "Catalina Eddy," a low level cyclonic (counterclockwise) flow centered over Santa Catalina Island which results in an offshore flow to the southwest. On most spring and summer days, some indication of an eddy is apparent in coastal areas.

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

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

The distinctive climate of the Project area and the SCAB is determined by its terrain and geographical location. The Basin is located in a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean in the southwest quadrant with high mountains forming the remainder of the perimeter. Wind patterns across the south coastal region are characterized by westerly and southwesterly on-shore winds during the day and easterly or northeasterly breezes at night. Winds are characteristically light although the speed is somewhat greater during the dry summer months than during the rainy winter season.

4.3.3.2 Existing Air Quality

Existing air quality is measured at established SCAQMD air quality monitoring stations. Monitored air quality is evaluated in the context of ambient air quality standards (NAAQS and CAAQS). These standards are the levels of air quality that are considered safe, with an adequate margin of safety, to protect the public health and welfare. For further information regarding NAAQS and CAAQS currently in effect, please refer to the Project Air Quality Impact Analysis (Project AQIA), Table 2-3, *Ambient Air Quality Standards*; and http://www.arb.ca.gov/research/aaqs/aaqs.htm.

The determination of whether a region's air quality is healthful or unhealthful is determined by comparing contaminant levels in ambient air samples to the state and federal standards. The air quality in a region is considered to be in attainment by the state if the measured ambient air pollutant levels for O_3, CO, SO_2, NO_2, PM_{10}, and $PM_{2.5}$ are not equaled or exceeded at any time in any consecutive three-year period, and the federal standards (other than O_3, PM_{10}, $PM_{2.5}$, and those based on annual averages or arithmetic mean) are not exceeded more than once per year. The O_3 standard is attained when the fourth highest eight-hour concentration in a year, averaged over three years, is equal to or less than the standard. For PM_{10}, the 24-hour standard is attained when 99 percent of the daily concentrations, averaged over three years, are equal to or less than the standard.

Regional Air Quality

The SCAQMD monitors regional air quality through measurement and quantification of various criteria pollutants at 30 monitoring stations located throughout the District. Criteria pollutant attainment status designations for the SCAB are provided at Table 4.3-3.

Table 4.3-3
Criteria Pollutant Attainment Status Designations

Criteria Pollutant	State Designation	Federal Designation
O_3 – 1-hour standard	Nonattainment	--
O_3 – 8-hour standard	Nonattainment	Nonattainment
PM_{10}	Nonattainment	Attainment
$PM_{2.5}$	Nonattainment	Nonattainment

Table 4.3-3
Criteria Pollutant Attainment Status Designations

Criteria Pollutant	State Designation	Federal Designation
CO	Attainment	Unclassifiable/Attainment
NO_2	Attainment	Unclassifiable/Attainment
SO_2	Attainment	Unclassifiable/Attainment
Lead	Attainment	Unclassifiable/Attainment

Source: *Woodcrest Retail Center Air Quality Impact Analysis* (Urban Crossroads, Inc.) April 7, 2026.

Local Air Quality

SCAQMD has designated general forecast areas and air monitoring areas (referred to as Source Receptor Areas [SRA]) throughout the District in order to inform Southern California residents about the air quality conditions. The Project site is located within the Metropolitan Riverside County 1 Area (SRA 23). The Metropolitan Riverside County 1 Area (SRA 23) monitoring station is located approximately 8.45 miles northwest of the Project site and reports air quality statistics for O_3, CO, NO_2, PM_{10}, and $PM_{2.5}$ data.

The most recent three (3) years of available data is presented at Table 4.3-4. This information identifies the number of days ambient air quality standards were exceeded for the study area, which is considered to be representative of the local air quality at the Project site. Data for O_3, CO, NO_2, PM_{10}, and $PM_{2.5}$ for 2021 through 2023 was obtained from the SCAQMD Air Quality Data Tables. Data for SO_2 has been omitted as attainment is regularly met in the SCAB and few monitoring stations measure SO_2 concentrations.

Table 4.3-4
Project Area Air Quality Monitoring Summary

Pollutant	Standard	Year		
		2022	2023	2024
O_3				
Maximum Federal 1-Hour Concentration (ppm)		0.122	0.139	0.135
Maximum Federal 8-Hour Concentration (ppm)		0.095	0.106	0.111
Number of Days Exceeding State 1-Hour Standard	> 0.09 ppm	30	48	53

Table 4.3-4
Project Area Air Quality Monitoring Summary

Pollutant	Standard	Year		
		2022	2023	2024
Number of Days Exceeding State/Federal 8-Hour Standard	> 0.070 ppm	72	70	102
CO				
Maximum Federal 1-Hour Concentration	> 35 ppm	3.3	1.4	1.8
Maximum Federal 8-Hour Concentration	> 20 ppm	1.2	1.3	1.4
NO_2				
Maximum Federal 1-Hour Concentration	> 0.100 ppm	0.056	0.055	0.062
Annual Federal Standard Design Value		0.013	0.012	0.013
PM_{10}				
Maximum Federal 24-Hour Concentration (µg/m³)	> 150 µg/m³	153	166	119
Annual Federal Arithmetic Mean (µg/m³)		37.0	32.7	35.9
Number of Days Exceeding Federal 24-Hour Standard	> 150 µg/m³	0	1	0
Number of Days Exceeding State 24-Hour Standard	> 50 µg/m³	55	43	58
$PM_{2.5}$				
Maximum Federal 24-Hour Concentration (µg/m³)	> 35 µg/m³	38.5	48.7	63.5
Annual Federal Arithmetic Mean (µg/m³)	> 12 µg/m³	10.8	10.47	12.09
Number of Days Exceeding Federal 24-Hour Standard	> 35 µg/m³	1	1	5

Source: *Woodcrest Retail Center Air Quality Impact Analysis* (Urban Crossroads, Inc.) April 7, 2026.

4.3.3.3 Air Pollutant Emissions Generated by Existing Activities

Portions of the Project site are currently developed. Existing Project site land uses are summarized at Table 4.3-5. Estimated GHG emissions generated by existing Project site land uses is summarized at Table 4.3-6.

Table 4.3-5
Existing Project Site Land Uses

Assessor Parcel Number (APN)	Area (Acres)	Existing Land Use
273-130-014	2.33	Vacant and Undeveloped.
273-130-019	2.58	Vacant and Undeveloped.
273-141-003	1.30	Vacant and Undeveloped.
273-141-004	0.82	In-Line Shops and 7-Eleven w/Gas Station (7-11 @ 2,400 s.f.; bike store @ 2,400 s.f., smoke shop @ 1,200 s.f., nail shop @ 1,200 s.f., fish taco shop @ 1,200 s.f.). *Note: All existing facilities on this parcel will be demolished.*
273-141-005	0.52	Farmer Boys Fast Food Restaurant (approx. 2,640 s.f.)
273-141-006	0.89	Vacant/Surface Parking Areas.
273-141-007	0.98	Vacant/Surface Parking Areas.
	Total: 9.42 Acres (Gross)*	

Sources: Riverside County - Map My County; Woodcrest Retail Center Site Development Concept-March 2025, Project Applicant.
Note: * Total based on available APN data. ALTA Survey calculates the total site at 9.31 gross acres.

Table 4.3-6
Existing Project Site Air Pollutant Emissions

Source	Emissions (lbs/day)					
	ROG	NO_X	CO	SO_2	$PM_{10}T$	$PM_{2.5}T$
Summer						
Mobile	6.80	2.98	24.10	0.04	3.26	0.85
Area	0.34	0.00	0.48	0.00	0.00	0.00
Energy	0.01	0.10	0.09	0.00	0.01	0.01
Fuel Dispensing	1.88	0.00	0.00	0.00	0.00	0.00
Maximum Daily Emissions	9.03	3.08	24.67	0.04	3.27	0.86
Winter						
Mobile	6.25	3.17	23.00	0.04	3.26	0.85
Area	0.26	0.00	0.00	0.00	0.00	0.00
Energy	0.01	0.10	0.09	0.00	0.01	0.01
Fuel Dispensing	1.88	0.00	0.00	0.00	0.00	0.00
Maximum Daily Emissions	8.40	3.27	23.09	0.04	3.27	0.86

Source: *Woodcrest Retail Center Air Quality Impact Analysis* (Urban Crossroads, Inc.) April 7, 2026.

For the purposes of CEQA analysis, the net effect of the Project emissions comprises the total new Project emissions minus emissions generated by existing uses. That is, as provided for under CEQA, the baseline condition reflected in these analyses includes uses that exist at the site, regardless of whether those uses are actively operational or temporarily inactive.

4.3.4 REGULATORY BACKGROUND AND GENERAL PLAN GOALS

4.3.4.1 Federal Regulations

The Environmental Protection Agency (EPA) is responsible for setting and enforcing the NAAQS for O_3, CO, NO_X, SO_2, PM_{10}, and Pb. The EPA has jurisdiction over emissions sources that are under the authority of the federal government including aircraft, locomotives, and emissions sources outside state waters (Outer Continental Shelf). The EPA also establishes emission standards for vehicles sold in states other than California. Automobiles sold in California must meet the stricter emission requirements of CARB. The Federal Clean Air Act (CAA) was first enacted in 1955 and has been amended numerous times in subsequent years (1963, 1965, 1967, 1970, 1977, and 1990). The CAA establishes the federal air quality standards, the NAAQS, and specifies future dates for achieving compliance. The CAA also mandates that states submit and implement State Implementation Plans (SIPs) for local areas not meeting these standards. These plans must include pollution control measures that demonstrate how the standards will be met.

The 1990 amendments to the CAA that identify specific emission reduction goals for areas not meeting the NAAQS require a demonstration of reasonable further progress toward attainment and incorporate additional sanctions for failure to attain or to meet interim milestones. The sections of the CAA most directly applicable to the development of the Project site include Title I (Non-Attainment Provisions) and Title II (Mobile Source Provisions). Title I provisions were established with the goal of attaining the NAAQS for the following criteria pollutants: O_3, NO_2, SO_2, PM_{10}, CO, $PM_{2.5}$, and Pb. The NAAQS were amended in July 1997 to include an additional standard for O_3 and to adopt an NAAQS for $PM_{2.5}$. Mobile source emissions are regulated in accordance with Title II provisions.

These provisions require the use of cleaner burning gasoline and other cleaner burning fuels such as methanol and natural gas. Automobile manufacturers are also required to reduce tailpipe emissions of hydrocarbons and NO_X. NO_X is a collective term that includes all forms of NO_X which are emitted as byproducts of the combustion process.

4.3.4.2 California

California Air Resources Board

The CARB, which became part of the California EPA in 1991, is responsible for ensuring implementation of the California Clean Air Act (AB 2595), responding to the federal CAA, and for regulating emissions from consumer products and motor vehicles. The California CAA mandates achievement of the maximum degree of emissions reductions possible from vehicular and other mobile sources in order to attain the state ambient air quality standards by the earliest practical date. The CARB established the CAAQS for all pollutants for which the federal government has NAAQS and, in addition, establishes standards for sulfates, visibility, hydrogen sulfide, and vinyl chloride. However, at this time, hydrogen sulfide and vinyl chloride are not measured at any monitoring stations in the SCAB because they are not considered to be a regional air quality problem. Generally, the CAAQS are more stringent than the NAAQS.

Local air quality management districts, such as the SCAQMD, regulate air emissions from commercial and light industrial facilities. All air pollution control districts have been formally designated as attainment or non-attainment for each CAAQS.

Serious non-attainment areas are required to prepare air quality management plans that include specified emission reduction strategies in an effort to meet clean air goals. These plans are required to include:

- Application of Best Available Retrofit Control Technology to existing sources;

- Developing control programs for area sources (e.g., architectural coatings and solvents) and indirect sources (e.g., motor vehicle use generated by residential and commercial development);
- A District-permitting system designed to allow no net increase in emissions from any new or modified permitted sources of emissions;
- Implementing reasonably available transportation control measures and assuring a substantial reduction in growth rate of vehicle trips and miles traveled;
- Significant use of low emissions vehicles by fleet operators;
- Sufficient control strategies to achieve a five percent or more annual reduction in emissions or 15 percent or more in a period of three years for ROGs, NO_x, CO and PM_{10}. However, air basins may use alternative emission reduction strategy that achieves a reduction of less than five percent per year under certain circumstances.

Title 24 Building Energy Efficiency Standards/ California Green Building Standards Code

California Code of Regulations (CCR) Title 24 Part 6: *Building Energy Efficiency Standards for Residential and Nonresidential Buildings* was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. Energy efficient buildings require less electricity. Increased energy efficiency reduces fossil fuel consumption and decreases air pollutant emissions. Title 24, Part 11: *California Green Building Standards Code* (CALGreen) is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings that went into effect on January 1, 2011.

The Title 24 standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. The most recent approved update, the 2025 California Green Building Code Standards will go into effect on January 1, 2026. The Project designs would be required to comply with Standards in effect at the time of building permit application(s).

4.3.4.3 Regional

Air Quality Management Plans

Currently, the NAAQS and CAAQS are exceeded in most areas of the SCAB. In response, the SCAQMD has adopted regional Air Quality Management Plans (AQMPs) to meet state and federal ambient air quality standards. AQMPs are updated regularly to reduce emissions, accommodate growth, and minimize any negative fiscal impacts of air pollution control on the economy. Project consistency with the SCAQMD AQMP is provided subsequently within this Section.

4.3.5 STANDARDS OF SIGNIFICANCE

Potential air quality impacts considered in this Section are consistent with those identified in Woodcrest Retail Center Project Initial Study, June 2025; County of Riverside, Environmental Assessment Form: Initial Study. The EIR Initial Study in its entirety is presented at EIR Appendix A.

As established through the EIR Initial Study process, the Project could result in potentially significant impacts under the following topics, considered in detail within this Section:

- *Conflict with or obstruct implementation of the applicable air quality plan.*
- *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 (including releasing emissions which exceed quantitative thresholds for ozone precursors).*
- *Expose sensitive receptors which are located within 1 mile of the project site to project substantial point source emissions.*

Impacts previously determined not to be potentially significant through the EIR Initial Study process include the following.

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

This potential impact is not further substantively addressed within this Section. See also EIR Appendix A, Initial Study and EIR Table 1.7-1, Summary of Impacts Determined Not to be Potentially Significant.

4.3.5.1 SCAQMD Significance Thresholds

The SCAQMD recommends that its regional and local air quality thresholds for regulated pollutants be employed by lead agencies in determining whether project-source criteria air pollutant emissions impacts are significant. SCAQMD thresholds have been employed in this analysis.

Regional Thresholds

SCAQMD Air Quality Regional Significance Thresholds are presented at Table 4.3-7. For the purposes of this analysis, Project-source maximum daily emissions exceeding applicable SCAQMD thresholds are considered individually and cumulatively significant air quality impacts. Conversely, Project-source maximum daily emissions not exceeding applicable SCAQMD emissions thresholds are considered individually and cumulatively less than significant.

Table 4.3-7
Maximum Daily Emissions-Regional Thresholds

Pollutant	Construction-source	Operational-source
NOx	100 lbs./day	55 lbs./day
VOC	75 lbs./day	55 lbs./day
PM_{10}	150 lbs./day	150 lbs./day
$PM_{2.5}$	55 lbs./day	55 lbs./day
SO_x	150 lbs./day	150 lbs./day
CO	550 lbs./day	550 lbs./day
Lead	3 lbs./day	3 lbs./day

Source: *Woodcrest Retail Center Air Quality Impact Analysis* (Urban Crossroads, Inc.) April 7, 2026.

Carbon Monoxide Concentrations (CO "hot spots") Thresholds

CO "hot spots" are areas of carbon monoxide concentrations exceeding national or state air quality standards. CO hot spots typically occur as a result of excessive vehicular idling, often associated with traffic backups at underperforming intersections or congested roadway links. SCAQMD also recommends an evaluation of potential localized CO "hot spot" impacts for projects which may adversely affect, or substantially contribute to, level of service impacts along area roadway segments or at area intersections.

Pursuant to SCAQMD thresholds, a project's localized CO emissions impacts would be potentially significant if they exceed the following California standards for localized CO concentrations:

- 1-hour CO standard of 20.0 parts per million (ppm);
- 8-hour CO standard of 9.0 ppm.

Localized Significance Thresholds (LSTs)

LSTs represent the maximum localized emissions concentrations that would not cause or contribute to an exceedance of the most stringent applicable national or state ambient air quality standard (NAAQS or CAAQS) at the nearest residence or sensitive receptor. LSTs apply to carbon monoxide (CO), nitrogen dioxide (NO_2), particulate matter less than 10 microns (PM_{10}), and particulate matter less than 2.5 microns ($PM_{2.5}$). The SCAQMD states that the Lead Agency may, at the Agency's discretion, employ LSTs as another indicator of significance in air quality impact analyses. LSTs applicable to the Project are presented at Table 4.3-8.

Table 4.3-8
Localized Significance Thresholds

Pollutant	Construction	Operations
NO_X	0.18 ppm	0.18 ppm
CO (1-hour average)	20 ppm	20 ppm
CO (8-hour average)	9 ppm	9 ppm
PM_{10}	10.4 μg/m^3	2.5 μg/m^3
$PM_{2.5}$	10.4 μg/m^3	2.5 μg/m^3

Source: *Woodcrest Retail Center Air Quality Impact Analysis* (Urban Crossroads, Inc.) April 7, 2026.

4.3.6 POTENTIAL IMPACTS AND MITIGATION MEASURES

4.3.6.1 Impact Statements

Potential Impact: *Conflict with or obstruct implementation of the applicable air quality plan.*

Impact Analysis: SCAQMD has adopted a series of AQMPs to achieve applicable air quality standards. AQMPs are updated regularly to effectively reduce emissions, accommodate growth, and minimize negative fiscal impacts of air pollution control.

AQMP Consistency
Criteria for determining consistency with the AQMP are identified at Chapter 12, Section 12.2 and Section 12.3 of the SCAQMD *CEQA Air Quality Handbook* (1993), as listed below. Project consistency with, and support of, these criteria is presented subsequently.

- **Criterion No. 1**: The project under consideration will not result in an increase in the frequency or severity of existing NAAQS/CAAQS air quality violations or cause or contribute to new NAAQS/CAAQS violations; or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

- **Criterion No. 2**: The project under consideration will not exceed the assumptions in the AQMP in 2011 or increments based on the years of Project build-out phase.

Criterion No. 1 Consistency

CAAQS and NAAQS violations would occur if LSTs or regional significance thresholds were exceeded. As evaluated, the Project's regional and localized construction-source and operational-source emissions would not exceed applicable regional significance thresholds or applicable LSTs. Please refer to subsequent discussions under the topics:

- Potential to result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal [national] or state ambient air quality standard.

- Potential to expose sensitive receptors to substantial pollutant concentrations.

Further, the Project would implement applicable best available control measures (BACMs), and would be required to comply with applicable SCAQMD rules, acting to further reduce potential Project-source air quality impacts.

The Project would not result in an increase in the frequency or severity of existing CAAQS/NAAQS air quality violations, cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP. Based on the preceding discussion, the Project is determined to be consistent with the first criterion.

Criterion No. 2 Consistency

The *2022 AQMP* demonstrates that the applicable ambient air quality standards can be achieved within the timeframes required under federal law. Growth projections from adopted general plans within the District are provided to the SCAG. SCAG then develops regional growth forecasts, which are then used to develop future air quality forecasts for

the AQMP. Development consistent with the growth projections in the Riverside County General Plan[2] is considered to be consistent with the AQMP.

The Riverside County General Plan designates the Project site within the Lake Mathews/Woodcrest Area Plan as "Rural Community - Very Low Density Residential (RC-VLDR)" and "Commercial Retail (CR)" land uses. The existing zoning designations are "Light Agriculture – 1 Acre Minimum Lot Size (A-1-1)" and "Scenic Highway Commercial (C-P-S)."

To accommodate the Project, the entire site will be designated as CR under the General Plan and Area Plan, which allows for commercial retail, professional office, and tourist-oriented commercial uses. The land uses proposed by the Project align with this designation.

To match the proposed General Plan Land Use, APNs 273-130-014 and 273-130-019 will be rezoned from A-1-1 to C-P-S zoning uses. The remaining Project site is already zoned C-P-S, consistent with the Commercial Retail designation, allowing for the proposed commercial/retail development.

Irrespective of this proposed change in land use designations noted above, the analysis presented here and within the AQIA substantiate that all Project air quality impacts (construction-source and operational-source) would be less than significant, individually and cumulatively. On this basis, the Project would not conflict with the goals and objectives of the AQMP.

Based on the preceding discussion, the Project is determined to be consistent with the second criterion.

[2] Any subsequent reference to the Riverside County General Plan includes all revisions to date.

AQMP Consistency Conclusion

As presented above, the Project is consistent with AQMP Consistency Criteria and would therefore not conflict with the AQMP. On this basis, the Project's potential to conflict with or obstruct implementation of the applicable air quality plan is considered less than significant.

Level of Significance: Less-Than-Significant.

Potential Impact: *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 (including releasing emissions which exceed quantitative thresholds for ozone precursors).*

Impact Analysis:

Overview

The Project proposes a "Base" development concept, and a "Parcel 1 Option" development concept as summarized at Table 4.3-9. Under the Base development concept, Parcel 1 would be developed with a convenience store/retail gas station. Under the Parcel 1 Option, it would be developed with retail/restaurant uses. Under either development concept, the remainder of the Project site would be developed with a supermarket, shops, and restaurant uses. The analysis presented here quantifies air pollutant emissions that would be generated under both the Base and the Parcel 1 Option development concepts.

Table 4.3-9
Project Development Concept

Site Plan Designation		Use(s)	Building Area
Parcel 1	Pad A	Convenience Store w/Retail Gas Station	3,227 sf store w/6 Multi-Product Dispenser (MPD) Fuel Canopy (12 fuel points)
Parcel 1 Option	Pad E	Drive-Through Restaurant	2,500 sf
	Pad F	Retail/Sit-Down Restaurant	5,400 sf
Parcel 2	Pad B	Drive-Through Restaurant	3,500 sf
Parcel 3	Pad D	Drive-Through Restaurant (Farmer Boys)	3,390 sf
Parcel 4	Shops A	Retail *	5,000 sf
Parcel 5	Pad C	Drive-Through Restaurant	2,500 sf
Parcel 6	Market	Grocery Store (Stater Bros.)	43,403 sf
Lot A	---	Drainage/Stormwater Management	---
TOTAL PROJECT (Base)			**61,020 Square Feet**
TOTAL PROJECT (Parcel 1 Option)			**65,693 Square Feet**

Source: Woodcrest Retail Center Site Plan Concept, March 2025.
Notes: *A proposed wireless communications antenna would be located within Parcel 4.

The Project area is designated as a non-attainment area for ozone, a non-attainment area for PM_{10}, and a non-attainment area for $PM_{2.5}$. The AQIA evaluation of emissions presented herein substantiates that all Project-source emissions would not exceed applicable SCAQMD regional thresholds. Consistent with SCAQMD guidance, less-than-significant non-attainment impacts at the Project level are not cumulatively considerable, and would not result in a cumulatively considerable net increase of criteria pollutant(s) for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).

Project emissions levels were calculated employing the latest available version of the California Emissions Estimator Model (CalEEMod).[3] The calculated emissions levels were then compared to applicable SCAQMD thresholds in order to determine if air quality standards would be violated; or if Project emissions would contribute substantially to existing or projected air quality violations. Unless otherwise noted, estimated emissions reflect CalEEMod default parameters.

REGIONAL IMPACTS

Construction-Source Air Pollutant Emissions

Construction activities associated with the Project will result in emissions of CO, VOCs, NO_x, SO_x, PM_{10}, and $PM_{2.5}$. These emissions would be generated by the following construction activities:

- Demolition
- Site Preparation;
- Grading;
- Building Construction;
- Paving; and
- Architectural Coating.

Within the scope of the Project activities listed above, vehicular emissions generated by construction worker commutes and construction materials deliveries are also reflected.

A preliminary and approximate Project construction schedule is summarized at Table 4.3-10. Air pollutant emissions based on the construction schedule presented here

[3] CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and greenhouse gas (GHG) emissions associated with both construction and operations from a variety of land use projects. It was developed for the California Air Pollution Officers Association (CAPCOA) in collaboration with the California Air Districts, including the SCAQMD.

represents a likely maximum impact analysis scenario. That is, should construction occur any time after the dates presented here, incremental and aggregate construction-source emissions would likely decrease since emission factors for construction equipment would progressively decrease in the future. This is due to the natural turnover of the older vehicle fleet and replacement with more fuel-efficient equipment with enhanced emissions controls; and implementation of more stringent regulations which collectively act to reduce construction-source (and operational-source) emissions.

Table 4.3-10
Preliminary Project Construction Schedule

Activity	Start Date	End Date	Total Days
Demolition	1/1/2026	1/29/2026	20
Site Preparation	1/30/2026	2/13/2026	10
Grading	2/14/2026	3/13/2026	20
Building Construction	3/16/2026	1/29/2027	230
Paving	1/4/2027	1/29/2027	20
Architectural Coating	1/4/2027	1/29/2027	20

Source: *Woodcrest Retail Center Air Quality Impact Analysis* (Urban Crossroads, Inc.) April 7, 2026.

Construction equipment use by activity and duration as modeled in the Project AQIA represents a reasonable approximation of the types and quantity of construction equipment employed on any given day. Modeled construction-source emissions reflect all construction activities and account for associated construction worker commutes and vendor deliveries. Maximum construction-source emissions are summarized at Tables 4.3-11, 4.3-12. Estimated emissions are provided for both the Base Development Concept and the Parcel 1 Option Development Concept. Please refer also to the Project AQIA, Section 4.4 *Construction Emissions* for further details regarding modeling and analysis of Project construction-source emissions.

Table 4.3-11
Base Development Concept
Maximum Daily Construction-Source Air Pollutant Emissions Summary (pounds per day)

Year	Emissions (lbs/day)					
	ROG	NO_x	CO	SO_2	$PM_{10}T$	$PM_{2.5}T$
Summer						
2026	1.25	11.01	15.63	0.03	0.75	0.46
Winter						
2026	3.90	34.69	31.96	0.05	7.66	4.36
2027	22.20	18.64	27.57	0.04	1.28	0.78
Maximum Daily Emissions	22.20	34.69	31.96	0.05	7.66	4.36
SCAQMD Regional Thresholds	75	100	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

Source: *Woodcrest Retail Center Air Quality Impact Analysis* (Urban Crossroads, Inc.) April 7, 2026.

Table 4.3-12
Parcel 1 Option Development Concept
Maximum Daily Construction-Source Air Pollutant Emissions Summary (pounds per day)

Year	Emissions (lbs/day)					
	ROG	NO_x	CO	SO_2	$PM_{10}T$	$PM_{2.5}T$
Summer						
2026	1.26	11.02	15.78	0.03	0.78	0.47
Winter						
2026	3.90	34.69	31.96	0.05	7.66	4.36
2027	23.22	18.65	27.69	0.04	1.31	0.79
Maximum Daily Emissions	23.22	34.69	31.96	0.05	7.66	4.36
SCAQMD Regional Thresholds	75	100	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

Source: *Woodcrest Retail Center Air Quality Impact Analysis* (Urban Crossroads, Inc.) April 7, 2026.

Level of Significance: Less-Than-Significant. As shown at Tables 4.3-11 and 4.3-12, maximum daily Project construction-source criteria air pollutant emissions would not exceed applicable SCAQMD regional thresholds. This includes the ozone precursors NOx and VOC [ROG]. The potential for Project construction-source emissions to 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors) would therefore be less than significant.

Operational-Source Air Pollutant Emissions

Project operational activities would result in emissions of VOC, NO_X, CO, SO_X, PM_{10}, and $PM_{2.5}$. Project operational emissions would be generated by the mobile and stationary/area sources listed and described below:

- Mobile Source Emissions;
- Area Source Emissions;
- Energy Source Emissions;
- Gasoline Dispensing Emissions; and
- Stationary Source Emissions.

Mobile Source Emissions

Air pollutant emissions would be generated by mobile sources (traffic) associated with the Project. Project trip characteristics obtained from the Project Scoping Agreement, *Woodcrest Retail Center Traffic Analysis* (TA), and *Woodcrest Retail Center Traveled Screening Evaluation* (VMT Screening Evaluation) provide the basis for estimating the Project trip generation, Project vehicle miles traveled, and related mobile-source air pollutant emissions. As substantiated in the Scoping Agreement, TA, and VMT Screening Evaluation, and discussed in EIR Section 4.2 *Transportation*, the Project would establish local-serving commercial/retail uses. The Project uses would serve the nearby community that would otherwise have to travel further distances to access retail/commercial shopping and services provided by the Project. Accordingly, and consistent with supporting trip information provided in the EIR technical transportation studies, the AQIA assumes an average trip length for customers of 2 miles – as opposed to the 23.9-mile CalEEMod model default trip length value. Additionally, 96% of all trips are assumed to be customer trips, 3% of all trips are assumed to be workers, and 1% of all trips are assumed to be "other" trips. The Project service area is presented at Figure 4.3-1. Please refer also to

detailed Project trip information presented in the Traffic Scoping Agreement, TA, and VMT Screening Evaluation provided at DEIR Appendix C. The AQIA also considers and evaluates fugitive emissions due to vehicular-source generation of road dust inclusive of brake and tire wear particulates.

Area Source Emissions

Architectural Coatings

Over a period of time, the buildings that are part of this Project would require maintenance and would therefore produce emissions resulting from the evaporation of solvents contained in paints, varnishes, primers, and other surface coatings.

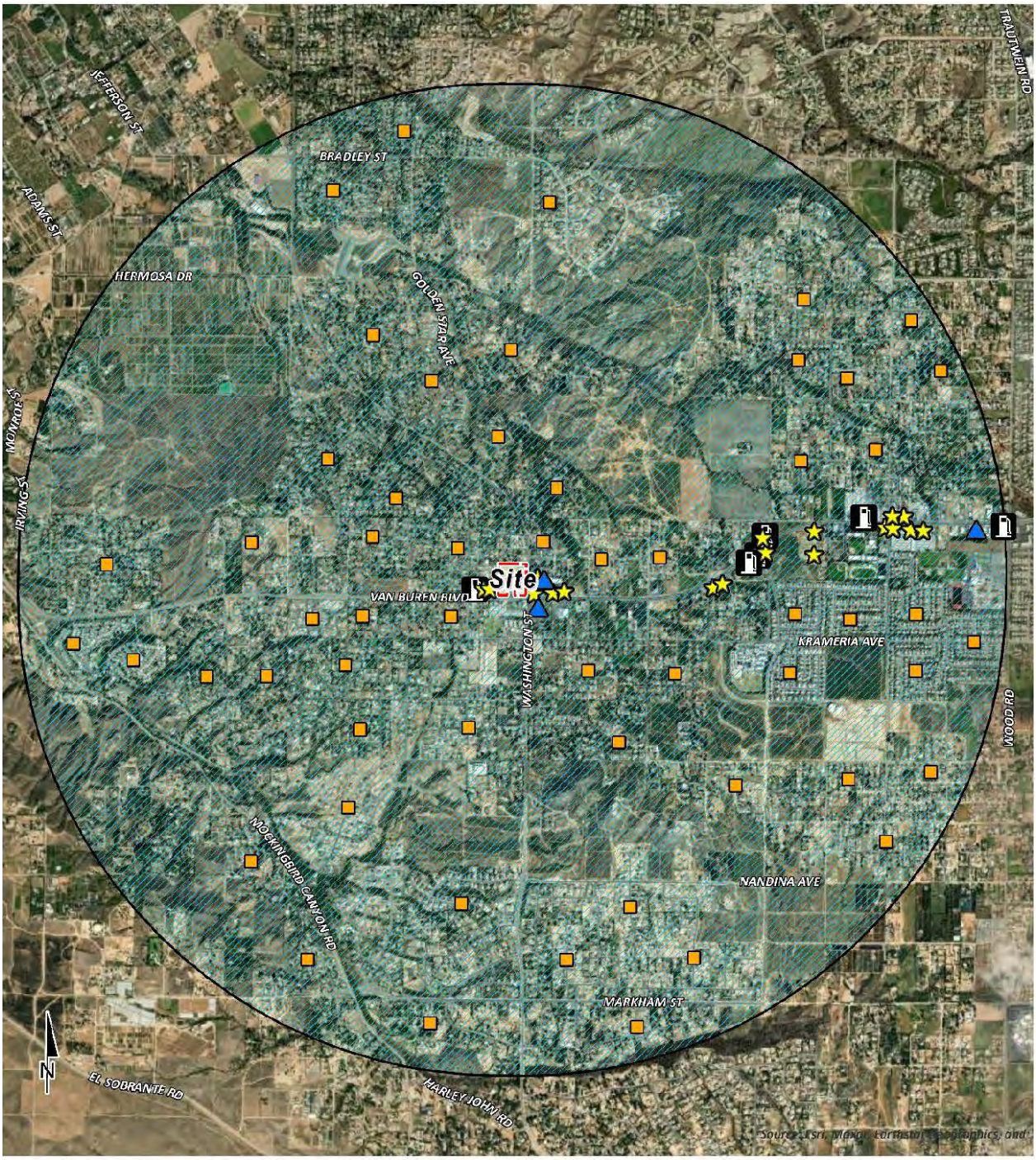
Consumer Products

Consumer products include, but are not limited to, detergents, cleaning compounds, polishes, personal care products, and lawn and garden products. Many of these products contain organic compounds which when released in the atmosphere can react to form ozone and other photochemically reactive pollutants.

Landscape Maintenance Equipment

Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shedders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the Project landscaping.[4]

[4] AB 1346 (effective January 1, 2024) aims to ban the sale of new gasoline-powered equipment under 25 gross horsepower (known as small off-road engines [SOREs]). However, for purposes of analysis, the emissions associated with landscape maintenance equipment were calculated based on assumptions provided in CalEEMod, and do not reflect emissions reductions that would be realized from implementation of AB 1346.



Source: Urban Crossroads, Inc.; Applied Planning, Inc.

Figure 4.3-1
Project Service Area

Energy Source Emissions

Electricity and natural gas are used by almost every project. Criteria pollutant emissions are emitted through the generation of electricity. However, because electrical generating facilities for the Project area are located either outside the region (state) or offset through the use of pollution credits (RECLAIM) for generation within the SCAB, criteria pollutant emissions from off-site generation of electricity are excluded from the evaluation of significance.

Gasoline Dispensing Emissions

Operational VOC emissions have been analyzed using CalEEMod analysis software and methodology and are based on the default assumptions for a convenience store with fueling positions. CalEEMod does not specifically calculate storage, transfer, and dispensing fuel.

The enhanced vapor recovery systems required by SCAQMD Rule 461 would substantially reduce VOC emissions and minimize any potential for the Project to exceed the daily emissions thresholds set by SCAQMD. In 2022, CARB released the Gasoline Service Station Industrywide Risk Assessment Technical Guidance report which provides emission factors for loading, breathing, fueling, spillage and hose permeation for gasoline dispensing. According to the U.S. Environmental Protection Agency, the anticipated average annual throughput of fuel for the 12 VFP Gas Station (such as would be implemented under the Base Development Concept) is 4,625,280 gallons/year or 12,672 gallons/day dispensed at the Project site. Based on this throughput estimate, the Project is anticipated to emit an additional 5.63 lbs./day VOC emissions for gasoline dispensing. Thus, the total daily VOC emissions from operational emissions estimated by CalEEMod as well as VOCs from gasoline dispensing would be 57.23 lbs./day (51.60 lbs./day + 5.63 lbs./day). Detailed gasoline dispensing emission calculations are provided at AQIA Appendix 4.3. As a matter of law, the Project's gasoline dispensing facility would be required to comply with all applicable South Coast Air Quality Management District

("SCAQMD") rules and permitting requirements.[5] Before installing or modifying gasoline-dispensing equipment, the Project Applicant would be required to obtain a SCAQMD Permit to Construct. Following installation and verification of required vapor-recovery testing, the Applicant would be required to obtain a Permit to Operate before operating the facility. These regulatory requirements would minimize potential air-quality effects associated with construction and operation of the Project's gasoline dispensing facility. The County would require evidence of the applicable SCAQMD permits before issuing development permits or authorizing the relevant construction and operation, as appropriate.

Based on the preceding, the potential impact of any additional VOCs from the storage, transfer and dispensing of gasoline would be less than significant.

Stationary Source Emissions

The Project was conservatively assumed to include the installation of one (1) 700-horsepower diesel-powered emergency generator at the supermarket building. The emergency generator was estimated to operate for up to 1 hour per day, 1 day per week for up to 50 hours per year for maintenance and testing purposes.

Maximum Daily Project operational-source emissions are summarized at Tables 4.3-13, 4.3-14. Estimated emissions are provided for both the Base Development Concept and the Parcel 1 Option Development Concept. Please refer also to the Project AQIA, Section 4.5 *Operational Emissions* for further details regarding modeling and analysis of Project operational-source emissions.

[5] See: https://www.aqmd.gov/home/permits/gasoline-dispensing

Table 4.3-13
Base Development Concept
Maximum Daily Operational-Source Air Pollutant Emissions Summary (pounds per day)

Source	Emissions (lbs/day)					
	ROG	**NO_X**	**CO**	**SO_2**	**$PM_{10}T$**	**$PM_{2.5}T$**
Summer						
Mobile	49.69	16.62	122.53	0.15	11.23	2.95
Area	1.87	0.02	2.65	0.00	0.00	0.00
Energy	0.03	0.58	0.49	0.00	0.04	0.04
Fuel Dispensing	5.63	0.00	0.00	0.00	0.00	0.00
Stationary Sources	1.15	3.21	2.93	0.01	0.17	0.17
Project Maximum Daily Emissions	58.38	20.43	128.60	0.16	11.45	3.17
Existing Emissions	*9.03*	*3.08*	*24.67*	*0.04*	*3.27*	*0.86*
Net Emissions (Base Development – Existing)	49.35	17.35	103.93	0.12	8.18	2.31
SCAQMD Regional Thresholds	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO
Winter						
Mobile	45.99	17.64	127.33	0.14	11.23	2.95
Area	1.44	0.00	0.00	0.00	0.00	0.00
Energy	0.03	0.58	0.49	0.00	0.04	0.04
Fuel Dispensing	5.63	0.00	0.00	0.00	0.00	0.00
Stationary Sources	1.15	3.21	2.93	0.01	0.17	0.17
Project Maximum Daily Emissions	54.24	21.42	130.74	0.15	11.44	3.16
Existing Emissions	*8.40*	*3.27*	*23.09*	*0.04*	*3.27*	*0.86*
Net Emissions (Base Development – Existing)	45.84	18.15	107.65	0.11	8.17	2.30
SCAQMD Regional Thresholds	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

Source: *Woodcrest Retail Center Air Quality Impact Analysis* (Urban Crossroads, Inc.) April 7, 2026.

Table 4.3-14
Parcel 1 Option Development Concept
Maximum Daily Operational-Source Air Pollutant Emissions Summary (pounds per day)

Source	Emissions (lbs/day)					
	ROG	NO_X	CO	SO_2	$PM_{10}T$	$PM_{2.5}T$
Summer						
Mobile	50.86	16.87	123.87	0.15	11.05	2.90
Area	2.01	0.02	2.86	0.00	0.01	0.00
Energy	0.04	0.73	0.61	0.00	0.06	0.06
Stationary	1.15	3.21	2.93	0.01	0.17	0.17
Project Maximum Daily Emissions	54.06	20.83	130.27	0.16	11.28	3.13
Existing Emissions	*9.03*	*3.08*	*24.67*	*0.04*	*3.27*	*0.86*
Net Emissions (Parcel Option 1 – Existing)	45.03	17.75	105.60	0.12	8.01	2.27
SCAQMD Regional Thresholds	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO
Winter						
Mobile	47.07	17.89	129.15	0.14	11.05	2.90
Area	1.54	0.00	0.00	0.00	0.00	0.00
Energy	0.04	0.73	0.61	0.00	0.06	0.06
Stationary	1.15	3.21	2.93	0.01	0.17	0.17
Project Maximum Daily Emissions	49.80	21.83	132.69	0.15	11.27	3.13
Existing Emissions	*8.40*	*3.27*	*23.09*	*0.04*	*3.27*	*0.86*
Net Emissions (Parcel Option 1 – Existing)	41.40	18.56	109.60	0.11	8.00	2.27
SCAQMD Regional Thresholds	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

Source: *Woodcrest Retail Center Air Quality Impact Analysis* (Urban Crossroads, Inc.) April 7, 2026.

Level of Significance: Less-Than-Significant. As shown at Tables 4.3-13 and 4.3-14, maximum daily operational-source air pollutant emissions would not exceed applicable SCAQMD regional thresholds. The potential for operational-source emissions to result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard would therefore be less than significant.

LOCALIZED IMPACTS

Localized Significance Threshold (LST) Analysis

The SCAQMD has established that impacts to air quality are significant if there is a potential to contribute or cause localized exceedances of the national and/or state ambient air quality standards (NAAQS/CAAQS). Collectively, the NAAQS/CAAQS establish LSTs.

LSTs were developed in response to the SCAQMD Governing Board's Environmental Justice Initiative I-4. More specifically, to address potential Environmental Justice implications of localized air pollutant impacts, the SCAQMD adopted LSTs indicating whether a project would cause or contribute to localized air quality impacts and thereby cause or contribute to potential localized adverse health effects. LSTs apply to carbon monoxide (CO), nitrogen dioxide (NO_2), particulate matter less than 10 microns (PM_{10}), and particulate matter less than 2.5 microns ($PM_{2.5}$). LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable national or state ambient air quality standard at the nearest residence or sensitive receptor. Though not required, lead agencies may employ LSTs as another indicator of significance in its air quality impact analyses. Please refer also to the detailed discussion of LSTs and localized air quality impacts presented at AQIA Section 4.6 *Localized Air Quality Impacts.*

Emissions Considered/Methodology

LSTs apply to carbon monoxide (CO), nitrogen dioxide (NO_2), particulate matter less than 10 microns (PM_{10}), and particulate matter less than 2.5 microns ($PM_{2.5}$). The Project LST analysis incorporates, and is consistent with, protocols and methodologies established in *Final Localized Significance Threshold Methodology* (Methodology). The Methodology clearly states that "off-site mobile emissions from the Project should NOT be included in the emissions compared to LSTs." Accordingly, the Project LST analysis considers only "on-site" emissions sources.

Receptors

Localized air quality impacts were evaluated at proximate sensitive receptor land uses. Sensitive receptors in the Project study area include residences and the site-adjacent Woodcrest Montessori Education Center. Sensitive receptors nearest the Project site are described below and identified at Figure 4.3-2.

- Receptor R1 represents the residence at 16200 Washington Street, approximately 132 feet east of the Project site. Receptor R1 is placed at the façade facing the Project site.
- Receptor R2 represents the residence at 16851 Palamino Place, approximately 89 feet west of the Project site. Receptor R2 is placed at the façade facing the Project site.
- Receptor R3 represents the residence at 16961 Tava Lane, approximately 130 feet north of the Project site. Receptor R3 is placed at the façade facing the Project site.
- Receptor R4 represents the Woodcrest Montessori Education Center at 16191 Washington Street, approximately 7 feet north of the Project site.



LEGEND:

Site Boundary | Receptor Locations | Distance from receptor to Project site boundary (in feet)

N

NOT TO SCALE

Source: Urban Crossroads, Inc.; Applied Planning, Inc.

applied planning inc

Figure 4.3-2
Sensitive Receptors

Construction-Source Emissions LST Analysis

Localized construction-source emissions were modeled employing AERMOD. AERMOD is an SCAQMD-approved atmospheric dispersion modeling system developed to estimate localized dispersion of air pollutants. Maximum daily localized construction-source emissions concentrations that would result from the Base Development Concept and the Parcel 1 Option Development Concept are presented in Tables 4.3-15 and 4.3-16, respectively. Emissions levels are compared to applicable thresholds.

Table 4.3-15
Base Development Concept
Localized Construction-Source Emissions Impacts Summary

Peak Construction	CO		NO_2	$PM_{10}T$	$PM_{2.5}T$
	Averaging Time				
	1-Hour	8-Hours	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	0.11	0.04	0.07	6.15	3.30
Background Concentration [A]	3.3	1.8	0.056		
Total Concentration	3.41	1.84	0.13	6.15	3.30
SCAQMD Localized Significance Threshold	20	9	0.18	10.40	10.40
Threshold Exceeded?	NO	NO	NO	NO	NO

Source: *Woodcrest Retail Center Air Quality Impact Analysis* (Urban Crossroads, Inc.) April 7, 2026.

Table 4.3-16
Parcel 1 Option Concept
Localized Construction-Source Emissions Impacts Summary

Peak Construction	CO		NO_2	$PM_{10}T$	$PM_{2.5}T$
	Averaging Time				
	1-Hour	8-Hours	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	0.11	0.04	0.07	6.15	3.30
Background Concentration	3.3	1.8	0.056		
Total Concentration	3.41	1.84	0.13	6.15	3.30
SCAQMD Localized Significance Threshold	20	9	0.18	10.40	10.40
Threshold Exceeded?	NO	NO	NO	NO	NO

Source: *Woodcrest Retail Center Air Quality Impact Analysis* (Urban Crossroads, Inc.) April 7, 2026.

As indicated at Tables 4.3-15 and 4.3-16, localized construction-source emissions would not exceed applicable LSTs and would therefore be less than significant.

Level of Significance: Less-Than-Significant.

Operational-Source Emissions LST Analysis

The Project Operational-Source Emissions LST Analysis evaluates emissions generated by all on-site stationary/area sources inclusive of on-site landscaping/maintenance activities, facility energy consumption, and all on-site vehicle travel. [6] Please refer also to the Project AQIA at Section 4.6.8, *Operational-Source Localized Emissions*. Project operational-source localized emissions impacts under the Base Development Concept and the Parcel 1 Option Development Concept are summarized at Tables 4.3-17 and 4.3-18, respectively. Emissions levels are compared to applicable thresholds.

Table 4.3-17
Base Development Concept
Localized Operational-Source Emissions Impacts Summary

Peak Operation	CO		NO_2	$PM_{10}T$	$PM_{2.5}T$
	Averaging Time				
	1-Hour	8-Hours	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	0.18	0.10	0.02	2.09	0.77
Background Concentration	2.8	1.4	0.102		
Total Concentration	2.98	1.50	0.12	2.09	0.77
SCAQMD Localized Significance Threshold	20	9	0.18	2.5	2.5
Threshold Exceeded?	NO	NO	NO	NO	NO

Source: *Woodcrest Retail Center Air Quality Impact Analysis* (Urban Crossroads, Inc.) April 7, 2026.

[6] It is noted here that CalEEMod outputs do not separate on-site and off-site emissions from mobile sources. The longest on-site vehicle travel distance is estimated at 0.20 miles. Accordingly, a separate CalEEMod run for operational LSTs has been prepared that accounts for the 0.20-mile on-site travel distance. Outputs from the model runs for operational LSTs are provided at AQIA Appendix 4.2.

Table 4.3-18
Parcel 1 Option Concept
Localized Operational-Source Emissions Impacts Summary

Peak Operation	CO		NO_2	$PM_{10}T$	$PM_{2.5}T$
	Averaging Time				
	1-Hour	8-Hours	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	0.18	0.10	0.02	2.14	0.80
Background Concentration	2.8	1.4	0.102		
Total Concentration	2.98	1.50	0.12	2.14	0.80
SCAQMD Localized Significance Threshold	20	9	0.18	2.5	2.5
Threshold Exceeded?	NO	NO	NO	NO	NO

Source: *Woodcrest Retail Center Air Quality Impact Analysis* (Urban Crossroads, Inc.) April 7, 2026.

As indicated at Tables 4.3-17 and 4.3-18, Project maximum daily operational-source emissions concentrations would not exceed applicable LSTs, and would therefore be less than significant.

Potential Impacts From Gasoline Fuel Dispensing

Additionally, the EIR AQIA specifically evaluates the potential for the Project retail gas station to result in potentially significant health risks through the emission of Toxic Air Contaminants (TACs) (e.g., benzene, hexane, methyl tert-butyl ether (MTBE), toluene, xylene). These emissions have the potential to contribute to health risk in the Project vicinity. It should be noted that standard regulatory controls would apply to the Project in addition to any permits required that demonstrate appropriate operational controls. For purposes of this evaluation, potential cancer risks attributable to the Project gasoline station emissions were determined consistent with the methodology presented in CARB and California Air Pollution Control Officers Association (CAPCOA) Gasoline Service

Station Industry Wide Risk Assessment Technical Guidance, which provides a screening-level risk estimates tool for gasoline dispensing operations. [7]

Gasoline-dispensing emissions

The Project's proposed retail gas station fuel canopy would be located approximately 505 feet (154 meters) southwest of the nearest sensitive receptors, the residential uses located northeast of the Project site, across Washington Street.

As substantiated by the AQIA screening analysis, the sensitive receptors nearest the Projects gasoline service station fuel dispensing canopy would experience a maximum TAC-source cancer risk of approximately 1.55 in one million, and the nearest worker receptor would experience a maximum TAC-source cancer risk of approximately 3.27 in one million. Receptors at greater distances typically experience reduced exposure risks due pollutant dispersion as source-receptor distances increase.

The estimated cancer risks noted above are substantially below the applicable SCAQMD cancer-risk significance threshold of 10 in one million. The gasoline-dispensing facility's hazardous-air-emissions impact on nearby sensitive receptors would therefore be less-than-significant. The AQIA also notes that its screening-level risk estimates are conservative and are intended to overstate, rather than understate, potential impacts. See EIR Appendix D, AQIA, page 47.

[7] CARB Gasoline Service Station Industrywide Risk Assessment Guidance; https://ww2.arb.ca.gov/resources/documents/gasoline-service-station-industrywide-risk-assessment-guidance

School notification

Notwithstanding the less-than-significant hazardous-air-emissions finding, the following administrative measure is recommended to ensure that the County considers the applicability of *CEQA Guidelines* section 15186(b):

Prior to the County's certification of the Final EIR, County staff shall determine whether *CEQA Guidelines* section 15186(b) applies to the Project's proposed gasoline-dispensing facility. If applicable, the County, as CEQA Lead Agency, shall consult with the Riverside Unified School District and provide written notice of the proposed Project and its hazardous-air-emissions analysis no fewer than 30 days before taking the applicable CEQA approval action.

The County shall also provide a courtesy copy of the notice and hazardous-air-emissions analysis to Woodcrest Montessori Education Center, as a private-school sensitive receptor located within one-quarter mile of the proposed fueling canopy, and shall invite written comments. The administrative record shall include the County's applicability determination, consultation materials, notices, proof of delivery, comments received, and the County's written responses.

Any notification and associated documentation, if required or provided, shall be incorporated in the Project Final EIR.

Level of Significance: Less-Than-Significant.

CO "Hot Spot" Analysis

A CO hot spot is defined as a localized concentration of carbon monoxide exceeding the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm. At the time the most recent CEQA Air Quality Handbook (1993) was published by SCAQMD, the Basin was designated as non-attainment for CO, requiring projects to perform hot spot analyses to ensure they did not worsen the existing conditions. Over the last two decades, background CO concentrations have been significantly reduced due to regulatory

controls on tailpipe emissions, which have culminated in the air basin achieving attainment status for CO.

In 2003, the SCAQMD as part of its ongoing AQMP development and update processes, prepared modeling to determine the potential for CO Hot Spots at the four busiest intersections in the Basin. As summarized in the 2003 AQMP, even at one of the busiest intersections at that time, only 0.7 ppm of CO is attributable to vehicular traffic and the remaining 7.7 ppm were due to ambient background conditions. As shown at Table 4.3-4, the background 1-hour and 8-hour concentrations are well below the applicable Ambient Air Quality Standards (AAQS). The 2003 AQMP's findings underscore that CO hot spots are highly unlikely due to the reduced background concentrations and the effectiveness of California's air quality management strategies. The substantial reduction in CO levels from the vehicle fleet and the state's attainment status for CO further diminish the need for detailed microscale hot spot analyses, reinforcing that existing monitoring and regulatory frameworks adequately address potential air quality concerns.

Based on the preceding, Project-related traffic at any intersections within the Project area would not cause or contribute to a CO hot spot since the background concentrations are low and any contribution from Project traffic would be negligible.

Level of Significance: Less-Than-Significant.

Potential Impact: *Expose sensitive receptors which are located within 1 mile of the project site to project substantial point source emissions.*

Impact Analysis: Sensitive receptors can include uses such as long-term health care facilities, rehabilitation centers, and retirement homes. Residences, schools, playgrounds, childcare centers, and athletic facilities can also be considered as sensitive receptors. As concluded in the above discussion at: *Localized Significance Threshold (LST) Analysis,* the sensitive receptors nearest the Project site would not be subject to emissions exceeding

SCAQMD LSTs. Nor would the Project create or result in localized CO hot spots. See above discussion at: *CO "Hot Spot" Analysis***.** Based on the preceding, the potential for the Project to expose sensitive receptors to substantial pollutant concentrations is considered less than significant.

Level of Significance: Less-Than-Significant.

4.4 GREENHOUSE GAS EMISSIONS

4.4 GREENHOUSE GAS EMISSIONS

Abstract

Potential greenhouse gas emissions impacts considered in this Section are consistent with those identified in Woodcrest Retail Center Project Initial Study, June 2025; County of Riverside, Environmental Assessment Form: Initial Study. The EIR Initial Study in its entirety is presented at EIR Appendix A.

As established through the EIR Initial Study process, the Project could result in potentially significant impacts under the following topics, considered in detail within this Section:

- *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or*

- *Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.*

As substantiated in the analyses within this Section, the above potential impacts of the Project would be less than significant. Please refer also to supporting technical analysis presented in Woodcrest Retail Center Greenhouse Gas Analysis *(Urban Crossroads, Inc.) September 9, 2025 provided at Appendix E.*

4.4.1 INTRODUCTION

Global Climate Change (GCC) is defined as the change in average meteorological conditions on the earth with respect to temperature, precipitation, and storms. Scientific evidence suggests that GCC is the result of increased concentrations of GHGs in the earth's atmosphere, including carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and fluorinated gases. The majority of scientists believe that this increased rate of climate

change is the result of GHGs resulting from human activity and industrialization over the past 200 years.

An individual development proposal, such as the Project, cannot generate sufficient greenhouse gas emissions to effect a discernible change in the global climate. However, the Project may contribute to GCC through its increment of greenhouse gases (GHG) in combination with the cumulative increase in GHG from all other sources.

4.4.2 BACKGROUND

4.4.2.1 Global Climate Change

GCC refers to the change in average meteorological conditions with respect to temperature, wind patterns, precipitation, and storms. Global temperatures are regulated by naturally occurring atmospheric gases such as water vapor, CO_2 (Carbon Dioxide), N_2O (Nitrous Oxide), CH_4 (Methane), hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. These particular gases are important due to their residence time (duration) in the atmosphere, which ranges from 10 years to more than 100 years. These gases allow solar radiation into the atmosphere, but prevent heat from escaping, thereby warming the atmosphere.

4.4.2.2 Greenhouse Gases

Gases that trap heat in the atmosphere are often referred to as GHGs. GHGs are released into the atmosphere by both natural and anthropogenic (human) activity. Without the natural greenhouse gas effect, the average temperature would be approximately 61° Fahrenheit (F) cooler than it is currently. The accumulation of these gases in the atmosphere is considered to be the cause for the observed increase in the Earth's temperature.

GHGs have varying global warming potential (GWP) values; GWP values represent the potential of a gas to trap heat in the atmosphere. Carbon dioxide is used as the reference gas for GWP, and thus has a GWP of 1. GWP and atmospheric lifetimes of typical GHGs

are summarized at Table 4.4-1. Characteristics of commonly occurring GHGs are summarized at Table 4.4-2.

Table 4.4-1
GHG Global Warming Potentials and Atmospheric Lifetimes

Gas	Atmospheric Lifetime (years)	Global Warming Potential (100-year time horizon)	
		2nd Assessment Report	5th Assessment Report
CO_2	Multiple	1	1
CH_4	11.8	21	28
N_2O	109	310	273
HFC-23	228	11,700	14,600
HFC-134a	14	1,300	1,526
HFC-152a	1.6	140	164
SF_6	3,200	23,900	25,200

Source: *Woodcrest Retail Center Greenhouse Gas Analysis* (Urban Crossroads, Inc.) September 9, 2025.

Table 4.4-2
GHG Characteristics

GHG	Description	Sources	Health Effects
Water	Water is the most abundant, important, and variable GHG in the atmosphere. Water vapor is not considered a pollutant; in the atmosphere it maintains a climate necessary for life. Changes in its concentration are primarily considered to be a result of climate feedbacks related to the warming of the atmosphere rather than a direct result of industrialization. Climate feedback is an indirect, or secondary, change, either positive or negative, that occurs within the climate system in response to a forcing mechanism. The feedback loop in which water is involved is critically important to projecting future climate change. As the temperature of the atmosphere rises, more water is evaporated from ground storage (rivers, oceans, reservoirs, soil).	The main source of water vapor is evaporation from the oceans (approximately 85%). Other sources include evaporation from other water bodies, sublimation (change from solid to gas) from sea ice and snow, and transpiration from plant leaves.	There are no known direct health effects related to water vapor at this time. It should be noted however that when some pollutants react with water vapor, the reaction forms a transport mechanism for some of these pollutants to enter the human body through water vapor.

Table 4.4-2
GHG Characteristics

GHG	Description	Sources	Health Effects
	Because the air is warmer, the relative humidity can be higher (in essence, the air is able to 'hold' more water when it is warmer), leading to more water vapor in the atmosphere. As a GHG, the higher concentration of water vapor is then able to absorb more thermal indirect energy radiated from the Earth, thus further warming the atmosphere. The warmer atmosphere can then hold more water vapor and so on and so on. This is referred to as a "positive feedback loop." The extent to which this positive feedback loop would continue is unknown as there are also dynamics that hold the positive feedback loop in check. As an example, when water vapor increases in the atmosphere, more of it would eventually condense into clouds, which are more able to reflect incoming solar radiation (thus allowing less energy to reach the earth's surface and heat it up).		

Table 4.4-2
GHG Characteristics

GHG	Description	Sources	Health Effects
CO_2	CO_2 is an odorless and colorless GHG. Since the industrial revolution began in the mid-1700s, the sort of human activity that increases GHG emissions has increased dramatically in scale and distribution. Data from the past 50 years suggests a corollary increase in levels and concentrations. As an example, prior to the industrial revolution, CO_2 concentrations were fairly stable at 280 parts per million (ppm). Today, they are around 370 ppm, an increase of more than 30%. Left unchecked, the concentration of CO_2 in the atmosphere is projected to increase to a minimum of 540 ppm by 2100 as a direct result of anthropogenic sources.	CO_2 is emitted from natural and manmade sources. Natural sources include: the decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic sources include: the burning of coal, oil, natural gas, and wood. CO_2 is naturally removed from the air by photosynthesis, dissolution into ocean water, transfer to soils and ice caps, and chemical weathering of carbonate rocks.	Outdoor levels of CO_2 are not high enough to result in negative health effects. According to the National Institute for Occupational Safety and Health (NIOSH) high concentrations of CO_2 can result in health effects such as: headaches, dizziness, restlessness, difficulty breathing, sweating, increased heart rate, increased cardiac output, increased blood pressure, coma, asphyxia, and/or convulsions. It should be noted that current concentrations of CO_2 in the earth's atmosphere are estimated to be approximately 370 ppm, the actual reference exposure level (level at which adverse health effects typically occur) is at exposure levels of 5,000 ppm averaged over 10 hours in a 40-hour workweek and short-term reference exposure levels of 30,000 ppm averaged over a 15-minute period.
CH_4	CH_4 is an extremely effective absorber of radiation, although its atmospheric concentration is less than CO_2 and its lifetime in the atmosphere is brief (10-12 years), compared to other GHGs.	CH_4 has both natural and anthropogenic sources. It is released as part of the biological processes in low oxygen environments, such as in swamplands or in rice production (at the roots of the plants). Over the last 50 years, human activities such as growing rice, raising cattle, using natural gas, and mining coal have added to the atmospheric concentration of CH_4. Other anthropocentric sources include fossil-fuel combustion and biomass burning.	CH_4 is extremely reactive with oxidizers, halogens, and other halogen-containing compounds. Exposure to elevated levels of CH_4 can cause asphyxiation, loss of consciousness, headache and dizziness, nausea and vomiting, weakness, loss of coordination, and an increased breathing rate.
N_2O	N_2O, also known as laughing gas, is a colorless GHG. Concentrations of N_2O also began to rise at the beginning of the industrial revolution. In 1998, the global concentration was 314 parts per billion (ppb).	N_2O is produced by microbial processes in soil and water, including those reactions which occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-	N_2O can cause dizziness, euphoria, and sometimes slight hallucinations. In small doses, it is considered harmless. However, in some cases, heavy and extended use can cause Olney's Lesions (brain damage).

Table 4.4-2
GHG Characteristics

GHG	Description	Sources	Health Effects
		fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load. It is used as an aerosol spray propellant, i.e., in whipped cream bottles. It is also used in potato chip bags to keep chips fresh. It is used in rocket engines and in race cars. N_2O can be transported into the stratosphere, be deposited on the earth's surface, and be converted to other compounds by chemical reaction.	
Chlorofluorocarbons (CFCs)	CFCs are gases formed synthetically by replacing all hydrogen atoms in CH_4 or ethane (C_2H_6) with chlorine and/or fluorine atoms. CFCs are nontoxic, nonflammable, insoluble and chemically unreactive in the troposphere (the level of air at the earth's surface).	CFCs have no natural source but were first synthesized in 1928. They were used for refrigerants, aerosol propellants and cleaning solvents. Due to the discovery that they are able to destroy stratospheric ozone, a global effort to halt their production was undertaken and was extremely successful, so much so that levels of the major CFCs are now remaining steady or declining. However, their long atmospheric lifetimes mean that some of the CFCs would remain in the atmosphere for over 100 years.	In confined indoor locations, working with CFC-113 or other CFCs is thought to result in death by cardiac arrhythmia (heart frequency too high or too low) or asphyxiation.
HFCs	HFCs are synthetic, man-made chemicals that are used as a substitute for CFCs. Out of all the GHGs, they are one of three groups with the highest global warming potential (GWP). The HFCs with the largest measured atmospheric abundances are (in order), Fluoroform (HFC-23), 1,1,1,2-tetrafluoroethane (HFC-134a), and 1,1-difluoroethane (HFC-152a). Prior to 1990, the only significant emissions were of HFC-23. HCF-134a emissions are increasing due to its use as a refrigerant.	HFCs are manmade for applications such as automobile air conditioners and refrigerants.	No health effects are known to result from exposure to HFCs.

Table 4.4-2
GHG Characteristics

GHG	Description	Sources	Health Effects
PFCs	PFCs have stable molecular structures and do not break down through chemical processes in the lower atmosphere. High-energy ultraviolet rays, which occur about 60 kilometers above earth's surface, are able to destroy the compounds. Because of this, PFCs have exceptionally long lifetimes, between 10,000 and 50,000 years. Two common PFCs are tetrafluoromethane (CF_4) and hexafluoroethane (C_2F_6). The EPA estimates that concentrations of CF_4 in the atmosphere are over 70 parts per trillion (ppt).	The two main sources of PFCs are primary aluminum production and semiconductor manufacture.	No health effects are known to result from exposure to PFCs.
SF_6	SF_6 is an inorganic, odorless, colorless, nontoxic, nonflammable gas. It also has the highest GWP of any gas evaluated. The EPA indicates that concentrations in the 1990s were about 4 ppt.	SF_6 is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.	In high concentrations in confined areas, the gas presents the hazard of suffocation because it displaces the oxygen needed for breathing.
Nitrogen Trifluoride (NF_3)	NF_3 is a colorless gas with a distinctly moldy odor. The World Resources Institute (WRI) indicates that NF_3 has a 100-year GWP of 17,200.	NF_3 is used in industrial processes and is produced in the manufacturing of semiconductors, Liquid Crystal Display (LCD) panels, types of solar panels, and chemical lasers.	Long-term or repeated exposure may affect the liver and kidneys and may cause fluorosis.

Source: *Woodcrest Retail Center Greenhouse Gas Analysis* (Urban Crossroads, Inc.) September 9, 2025.

4.4.2.3 Existing Greenhouse Gases Emissions Inventories

Global

Worldwide anthropogenic GHG emissions are tracked by the Intergovernmental Panel on Climate Change (IPCC) for industrialized nations (referred to as Annex I), and for developing nations (referred to as Non-Annex I). Human GHG emissions data for Annex I nations are available through 2021. Based on the latest available data, the sum of these emissions is approximately 28,272,940 gigagram (Gg) CO_2e. Global GHG emissions representative of currently available inventory data are summarized at Table 4.4-3.

United States

As identified at Table 4.4-3, the United States, as a single country, was the number two producer of GHG emissions in 2021. Carbon dioxide from fossil fuel combustion is the largest source of GHG emissions in the United States.

Table 4.4-3
Global GHG Emissions by Source Countries and the EU (2021)

Sources	GHG Emissions (Gigagram [Gg] CO_2e)
China	12,300,200
United States	6,340,228
European Union (27-member countries)	3,468,394
India	2,839,425
Russian Federation	2,156,599
Japan	1,168,094
Total	**28,272,940**

Source: *Woodcrest Retail Center Greenhouse Gas Analysis* (Urban Crossroads, Inc.) September 9, 2025.

State of California

California has significantly slowed the rate of growth of GHG emissions through implementation of energy efficiency programs and adoption and implementation of strict emission controls, California nonetheless is still a substantial contributor to the U.S. emissions inventory total.

The California Air Resource Board (CARB) compiles GHG inventories for the State of California. Per CARB GHG inventory data for the 2000 – 2022 GHG emissions period, California emitted an average 371.1 million metric tons of CO_2e ($MMTCO_2e$) per year (371,100 Gg CO_2e per year) equal to approximately 5.85% of the total United States annual GHG emissions.

Riverside County

The County's 2017 GHG emissions totaled an estimated 4,905,518 metric tons of CO_2e (MTCO2e). County 2017 GHG emissions by source are summarized at Table 4.4-4.

Table 4.4-4
2017 Community-Wide GHG Emissions by Source

Emissions Category	Metric Tons of CO_2e
On-Road Transportation	1,766,784
Agriculture	1,670,954
Energy (Electricity and Natural Gas)	1,188,138
Solid Waste	204,365
Water and Wastewater	44,606
Aviation	26,786
Off-Road Sources	3,883
Total	**4,905,518**

Source: County of Riverside Climate Action Plan Update 2019, Table 3-2 *2017 Community-Wide GHG Emissions by Source*.

Project Site

Portions of the Project site are currently developed. Existing site land uses are summarized at Table 4.4-5. Estimated GHG emissions generated by existing site land uses are summarized at Table 4.4-6.

Table 4.4-5
Existing Project Site Land Uses

Assessor Parcel Number (APN)	Area (Acres)	Existing Land Use
273-130-014	2.33	Vacant and Undeveloped.
273-130-019	2.58	Vacant and Undeveloped.
273-141-003	1.30	Vacant and Undeveloped.
273-141-004	0.82	In-Line Shops and 7-Eleven w/Gas Station (7-11 @ 2,400 s.f.; bike store @ 2,400 s.f., smoke shop @ 1,200 s.f., nail shop @ 1,200 s.f., fish taco shop @ 1,200 s.f.). *Note: All existing facilities on this parcel will be demolished.*
273-141-005	0.52	Farmer Boys Fast Food Restaurant (approx. 2,640 s.f.)
273-141-006	0.89	Vacant/Surface Parking Areas.
273-141-007	0.98	Vacant/Surface Parking Areas.
	Total: 9.42 Acres (Gross)*	

Sources: Riverside County - Map My County; Woodcrest Retail Center Site Development Concept, March 2025, Project Applicant.
Note: * Total based on available APN data. ALTA Survey calculates the total site at 9.31 gross acres.

Table 4.4-6
Existing Project Site GHG Emissions

Source	Emissions (MT/yr)				
	CO_2	**CH_4**	**N_2O**	**R***	**Total CO_2e**
Mobile	572.00	0.06	0.04	0.90	588.00
Area	0.22	< 0.005	< 0.005	0.00	0.22
Energy	56.10	0.01	< 0.005	0.00	56.40
Water	1.98	0.05	< 0.005	0.00	3.48
Waste	3.92	0.39	0.00	0.00	13.70
Refrigeration	0.00	0.00	0.00	3.40	3.40
Total CO_2e (All Sources)	**665.20**				

Source: *Woodcrest Retail Center Greenhouse Gas Analysis* (Urban Crossroads, Inc.) September 9, 2025.
Notes: * R= Refrigerants

For the purposes of CEQA analysis, the net effect of the Project GHG emissions comprises of the total new Project emissions minus emissions generated by existing uses. That is, as provided for under CEQA, the baseline condition reflected in these analyses includes uses that exist at the site, regardless of whether those uses are actively operational or temporarily inactive.

4.4.2.4 Effects of Climate Change in California

Public Health

Higher temperatures may increase the frequency, duration, and intensity of conditions conducive to air pollution formation. For example, days with weather conducive to ozone formation could increase from 25 to 35% under the lower warming range to 75 to 85% under the medium warming range. In addition, if global background ozone levels increase as predicted in some scenarios, it may become impossible to meet local air quality standards. Air quality could be further compromised by increases in wildfires, which emit fine particulate matter that can travel long distances, depending on wind conditions. Based on *Our Changing Climate Assessing the Risks to California* (California Climate Change Center) July 2006, large wildfires could become up to 55% more frequent if GHG emissions are not significantly reduced.

In addition, under the higher warming range scenario, there could be up to 100 more days per year with temperatures above 90°F in Los Angeles and 95°F in Sacramento by 2100. This is a large increase over historical patterns and approximately twice the increase projected if temperatures remain within or below the lower warming range. Rising temperatures could increase the risk of death from dehydration, heat stroke/exhaustion, heart attack, stroke, and respiratory distress caused by extreme heat.

Water Resources

A vast network of man-made reservoirs and aqueducts captures and transports water throughout the State from northern California rivers and the Colorado River. The current distribution system relies on Sierra Nevada snowpack to supply water during the dry spring and summer months. Rising temperatures, potentially compounded by decreases in precipitation, could severely reduce spring snowpack, increasing the risk of summer water shortages.

If temperatures continue to increase, more precipitation could fall as rain instead of snow, and the snow that does fall could melt earlier, reducing the Sierra Nevada spring snowpack by as much as 70 to 90%. Under the lower warming range scenario, snowpack losses could be only half as large as those possible if temperatures were to rise to the higher warming range. How much snowpack could be lost depends in part on future precipitation patterns, the projections for which remain uncertain. However, even under the wetter climate projections, the loss of snowpack could pose challenges to water managers and hamper hydropower generation. It could also adversely affect winter tourism. Under the lower warming range, the ski season at lower elevations could be reduced by as much as a month. If temperatures reach the higher warming range and precipitation declines, there may be years with insufficient snow for skiing and snowboarding.

State water supplies are also at risk from rising sea levels. An influx of saltwater could degrade California's estuaries, wetlands, and groundwater aquifers. Saltwater intrusion caused by rising sea levels is a major threat to the quality and reliability of water within

the southern edge of the Sacramento/San Joaquin River Delta – a major fresh water supply.

Agriculture

Increased temperatures could cause widespread changes to the agriculture industry reducing the quantity and quality of agricultural products statewide. First, California farmers could possibly lose as much as 25% of its water supply. Although higher CO_2 levels can stimulate plant production and increase plant water-use efficiency, California's farmers could face greater water demand for crops and a less reliable water supply as temperatures rise. Crop growth and development could change, as could the intensity and frequency of pest and disease outbreaks. Rising temperatures could aggravate O_3 pollution, which makes plants more susceptible to disease and pests and interferes with plant growth.

Plant growth tends to be slow at low temperatures, increasing with rising temperatures up to a threshold. However, faster growth can result in less-than-optimal development for many crops, so rising temperatures could worsen the quantity and quality of yield for a number of California's agricultural products. Products likely to be most affected include wine grapes, fruits, and nuts.

In addition, continued GCC could shift the ranges of existing invasive plants and weeds and alter competition patterns with native plants. Range expansion could occur in many species while range contractions may be less likely in rapidly evolving species with significant populations already established. Should range contractions occur, new or different weed species could fill the emerging gaps. Continued GCC could alter the abundance and types of many pests, lengthen pests' breeding season, and increase pathogen growth rates.

Forests and Landscapes

GCC has the potential to intensify the current threat to forests and landscapes by increasing the risk of wildfire and altering the distribution and character of natural vegetation. If temperatures rise into the medium warming range, the risk of large

wildfires in California could increase by as much as 55%, which is almost twice the increase expected if temperatures stay in the lower warming range. However, since wildfire risk is determined by a combination of factors, including: precipitation, winds, temperature, terrain, and vegetation, future risks would likely not be uniform throughout the State. For example, wildfires in northern California could increase by up to 90% due to decreased precipitation.

Moreover, continued GCC has the potential to alter natural ecosystems and biological diversity within the State. For example, alpine and subalpine ecosystems could decline by as much as 60 to 80% by the end of the century as a result of increasing temperatures. The productivity of the State's forests has the potential to decrease as a result of GCC.

Rising Sea Levels

Rising sea levels, more intense coastal storms, and warmer water temperatures could increasingly threaten the State's coastal regions. Under the higher warming range scenario, sea level is anticipated to rise 22 to 35 inches by 2100. Increased sea level elevations of this magnitude would inundate low-lying coastal areas with saltwater, accelerate coastal erosion, threaten vital levees and inland water systems, and disrupt wetlands and natural habitats. Under the lower warming range scenario, sea level could rise 12 to 14 inches.

4.4.3 GCC REGULATORY SETTING

The current GHG regulatory setting is extensive and constantly evolving. The GHG regulatory setting is discussed in detail at Project GHGA Section 2.7, *Regulatory Setting*. State of California GHG regulatory setting of relevance to the Project is summarized below.

4.4.3.1 State of California

Overview

The State of California legislature has enacted a series of bills that constitute the most aggressive program to reduce GHGs of any state in the nation. Certain legislation, such as

the landmark AB 32, was specifically enacted to address GHG emissions. Other legislation, such as Title 24 and Title 20 energy standards, were originally adopted for other purposes such as energy and water conservation but also provide GHG reductions. This section describes the major provisions of California GHG legislation.

AB 32

AB 32 requires that GHGs emitted in California be reduced to 1990 levels by the year 2020 (this goal has been met[1]). GHGs, as defined under AB 32, include CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6. Since AB 32 was enacted, a seventh chemical, NF_3, has also been added to the list of GHGs. CARB is the state agency charged with monitoring and regulating sources of GHGs. Pursuant to AB 32, CARB adopted regulations to achieve the maximum technologically feasible and cost-effective GHG emission reductions.

AB 1881

The Water Conservation in Landscaping Act of 2006 (AB 1881) requires local agencies to adopt the updated Department of Water Resources (DWR) model ordinance or equivalent. AB 1881 also requires the California Energy Commission (CEC) to consult with the DWR to adopt, by regulation, performance standards and labeling requirements for landscape irrigation equipment, including irrigation controllers, moisture sensors, emission devices, and valves to reduce the wasteful, uneconomic, inefficient, or unnecessary consumption of energy or water.

Senate Bill 375, Steinberg (SB 735)

SB 735 does the following: (1) Requires metropolitan planning organizations (MPOs) to include sustainable community strategies in their regional transportation plans for reducing GHG emissions; (2) Aligns planning for transportation and housing; and (3) Creates specified incentives for the implementation of the strategies.

[1] Based upon the 2024 GHG inventory data (i.e., the latest year for which data are available) for the 2000-2022 GHG emissions period, California emitted an average 371.1 $MMTCO_2e$) (25). This is less than the 2020 emissions target of 431 $MMTCO_2e$. This is less than the 2020 emissions target of 431 $MMTCO_2e$.

SB 375 requires MPOs to prepare a Sustainable Communities Strategy (SCS) within the Regional Transportation Plan (RTP) that guides growth while taking into account the transportation, housing, environmental, and economic needs of the region. SB 375 uses CEQA streamlining as an incentive to encourage residential projects, which help achieve AB 32 goals to reduce GHG emissions. Although SB 375 does not prevent CARB from adopting additional regulations, such actions are not anticipated in the foreseeable future.

SB 1368

California SB 1368 added Sections 8340 and 8341 to the Public Utilities Code (effective January 1, 2007) with the intent "to prevent long-term investments in power plants with GHG emissions in excess of those produced by a combined-cycle natural gas power plant" with the aim of "reducing emissions of GHGs from the state's electricity consumption, not just the state's electricity production." SB 1368 provides a mechanism for reducing the GHG emissions of electricity providers, both in-state and out-of-state, thereby assisting CARB in meeting its mandate under AB 32, the Global Warming Solutions Act of 2006.

AB 1493 - Pavley Fuel Efficiency Standards

AB 1493, also known as the Pavley Fuel Efficiency Standards, requires CARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light duty trucks.

The Standards phased in during the 2009 through 2016 Model Year (MY). Several technologies stand out as providing significant reductions in emissions at favorable costs. These include discrete variable valve lift or camless valve actuation to optimize valve operation rather than relying on fixed valve timing and lift as has historically been done; turbocharging to boost power and allow for engine downsizing; improved multi-speed transmissions; and improved air conditioning systems that operate optimally, leak less, and/or use an alternative refrigerant.

The second phase of the Standards implementation was incorporated into Amendments to the Low-Emission Vehicle Program (LEV III) or the Advanced Clean Cars (ACC)

program. The ACC program combines the control of smog-causing pollutants and GHG emissions into a single coordinated package of requirements for MY 2017 through 2025. The regulation would reduce GHGs from new cars by 34% from 2016 levels by 2025. The new rules would clean up gasoline and diesel-powered cars, and deliver increasing numbers of zero-emission technologies, such as full battery electric cars, newly emerging plug-in hybrid electric vehicles (EV) and hydrogen fuel cell cars. The package would also ensure adequate fueling infrastructure is available for the increasing numbers of hydrogen fuel cell vehicles planned for deployment in California.

Clean Energy and Pollution Reduction Act of 2015 (SB 350)

SB 350 reaffirms California's commitment to reducing its GHG emissions and addressing climate change. Key SB 350 provisions include an increase in the Renewables Portfolio Standard (RPS), higher energy efficiency requirements for buildings, initial strategies towards a regional electricity grid, and improved infrastructure for EV charging stations. Specifically, SB 350 requires the following to reduce Statewide GHG emissions:

- Increase the amount of electricity procured from renewable energy sources from 33% to 50% by 2030, with interim targets of 40% by 2024, and 25% by 2027.
- Double the energy efficiency in existing buildings by 2030. This target would be achieved through the California Public Utilities Commission (CPUC), the California Energy Commission (CEC), and local publicly owned utilities.
- Reorganize the Independent System Operator (ISO) to develop more regional electrify transmission markets and to improve accessibility in these markets, which would facilitate the growth of renewable energy markets in the western United States.

Senate Bill 32, Pavley (SB 32); Assembly Bill 197, Eduardo Garcia (AB 197)

SB 32 and its companion bill, AB 197 require the State to reduce statewide GHG emissions to 40% below 1990 levels by 2030, a reduction target that was first introduced in Executive Order B-30-15. AB 197 creates a legislative committee to oversee regulators to ensure that CARB not only responds to the Governor, but also the Legislature.

California's 2017 Climate Change Scoping Plan: The Strategy for Achieving California's 2030 Greenhouse Gas Target (2017 CARB Scoping Plan)[2]

The 2017 Scoping Plan identifies the State's post-2020 GHG emissions reduction strategy. The 2017 Scoping Plan reflects the 2030 target of a 40% reduction below 1990 levels, set by Executive Order B-30-15 and codified by SB 32. Key programs that the proposed Second Update builds upon include the Cap-and-Trade Regulation, the Low Carbon Fuel Standard (LCFS), and much cleaner cars, trucks, and freight movement, utilizing cleaner, renewable energy, and strategies to reduce CH_4 emissions from agricultural and other wastes.

The 2017 Scoping Plan established a new emissions limit of 260 $MMTCO_2e$ for the year 2030, which corresponds to a 40% decrease in 1990 levels by 2030. Major elements of the 2017 Scoping Plan framework include:

- Implementing and/or increasing the standards of the Mobile Source Strategy, which include increasing zero-emission vehicles (ZEV) buses and trucks.
- LCFS, with an increased stringency (18% by 2030).
- Implementing SB 350, which expands the RPS to 50% and doubles energy efficiency savings by 2030.
- California Sustainable Freight Action Plan, which improves freight system efficiency, utilizes near-zero emissions technology, and deployment of ZEV trucks.
- Implementing the proposed Short-Lived Climate Pollutant Strategy (SLPS), which focuses on reducing CH_4 and HCF emissions by 40% and anthropogenic black carbon emissions by 50% by year 2030.
- Continued implementation of SB 375.
- Post-2020 Cap-and-Trade Program that includes declining caps.
- 20% reduction in GHG emissions from refineries by 2030.
- Development of a Natural and Working Lands Action Plan to secure California's land base as a net carbon sink.

[2] The CARB 2017 Scoping Plan is located here: https://ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/scoping_plan_2017.pdf

Note, however, that the 2017 Scoping Plan acknowledges that:

> *. . . [a]chieving net zero increases in GHG emissions, resulting in no contribution to GHG impacts, may not be feasible or appropriate for every project, however, and the inability of a project to mitigate its GHG emissions to net zero does not imply the project results in a substantial contribution to the cumulatively significant environmental impact of climate change under CEQA.*

In addition to the statewide strategies listed above, the *2017 Scoping Plan* identifies local governments as essential partners in achieving the State's long-term GHG reduction goals and identifies local actions to reduce GHG emissions. As part of the recommended actions, CARB recommends that local governments achieve a community-wide goal to achieve emissions of no more than 6 metric tons of CO_2e ($MTCO_2e$) or less per capita by 2030 and 2 $MTCO_2e$ or less per capita by 2050. For CEQA projects, CARB states that lead agencies may develop evidence-based bright-line numeric thresholds—consistent with the 2017 Scoping Plan and the State's long-term GHG goals—and projects generating GHG emissions over that amount may be required to incorporate on-site design features and mitigation measures acting to avoid or minimize GHG emissions to the degree feasible. Alternatively, or as a complementary action, lead agencies may establish a performance-based metric using a Climate Action Plan (CAP) or other plan to reduce GHG emissions.

According to research conducted by the Lawrence Berkeley National Laboratory (LBNL) and supported by CARB, California, under its existing and proposed GHG reduction policies, could achieve the 2030 goals under SB 32. The research utilized a new, validated model known as the California LBNL GHG Analysis of Policies Spreadsheet (CALGAPS), which simulates GHG and criteria pollutant emissions in California from 2010 to 2050 in accordance with existing and future GHG-reducing policies. The CALGAPS model showed that by 2030, emissions could range from 211 to 428 $MTCO_2e$ per year ($MTCO_2e$/yr.), indicating that "even if all modeled policies are not implemented, reductions could be sufficient to reduce emissions 40% below the 1990 level [of SB 32]." CALGAPS analyzed emissions through 2050. However, the analysis did not generally

account for policies that may be in place after 2030. Although the research indicated that emissions would not meet the State's 80% reduction goal by 2050, various combinations of policies could result in substantially reduced cumulative emissions through 2050.

2022 Scoping Plan for Achieving Carbon Neutrality (2022 CARB Scoping Plan)[3]

In December 2022, CARB adopted the 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan). The 2022 Scoping Plan builds on the 2017 Scoping Plan as well as the requirements set forth by AB 1279, which directs the state to become carbon neutral no later than 2045. To achieve this statutory objective, the 2022 Scoping Plan lays out how California can reduce GHG emissions by 85% below 1990 levels and achieve carbon neutrality by 2045. The Scoping Plan scenario to do this is to "deploy a broad portfolio of existing and emerging fossil fuel alternatives and clean technologies, and align with statutes, Executive Orders, Board direction, and direction from the governor." The 2022 Scoping Plan sets one of the most aggressive approaches to reach carbon neutrality in the world. Unlike the 2017 Scoping Plan, CARB no longer includes a numeric per capita threshold and instead advocates for compliance with a local GHG reduction strategy (CAP) consistent with *CEQA Guidelines* section 15183.5.

The key elements of the 2022 CARB Scoping Plan focus on transportation - the regulations that will impact this sector are adopted and enforced by CARB on vehicle manufacturers and outside the jurisdiction and control of local governments. As stated in the Plan's executive summary:

> *"The major element of this unprecedented transformation is the aggressive reduction of fossil fuels wherever they are currently used in California, building on and accelerating carbon reduction programs that have been in place for a decade and a half. That means rapidly moving to zero-emission transportation; electrifying the cars, buses, trains, and trucks that now constitute California's single largest source of planet-warming pollution."*

[3] The CARB 2022 Scoping Plan is located here: https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan/2022-scoping-plan-documents. The 2022 CARB Scoping Plan Appendix D, *Local Actions* is located here: https://ww2.arb.ca.gov/sites/default/files/2022-11/2022-sp-appendix-d-local-actions.pdf

> *"[A]pproval of this plan catalyzes a number of efforts, including the development of new regulations as well as amendments to strengthen regulations and programs already in place, not just at CARB but across state agencies."*

Under the 2022 Scoping Plan, the State will lead efforts to meet the 2045 carbon neutrality goal through implementation of the following objectives:

- Reimagine roadway projects that increase VMT in a way that meets community needs and reduces the need to drive.
- Double local transit capacity and service frequencies by 2030.
- Complete the High-Speed Rail (HSR) System and other elements of the intercity rail network by 2040.
- Expand and complete planned networks of high-quality active transportation infrastructure.
- Increase availability and affordability of bikes, e-bikes, scooters, and other alternatives to light-duty vehicles, prioritizing needs of underserved communities.
- Shift revenue generation for transportation projects away from the gas tax into more durable sources by 2030.
- Authorize and implement roadway pricing strategies and reallocate revenues to equitably improve transit, bicycling, and other sustainable transportation choices.
- Prioritize addressing key transit bottlenecks and other infrastructure investments to improve transit operational efficiency over investments that increase VMT.
- Develop and implement a statewide transportation demand management (TDM) framework with VMT mitigation requirements for large employers and large developments.
- Prevent uncontrolled growth of autonomous vehicle (AV) VMT, particularly zero-passenger miles.
- Channel new mobility services towards pooled use models, transit complementarity, and lower VMT outcomes.
- Establish an integrated statewide system for trip planning, booking, payment, and user accounts that enables efficient and equitable multimodal systems.
- Provide financial support for low-income and disadvantaged Californians' use of transit and new mobility services.

- Expand universal design features for new mobility services.
- Accelerate infill development in existing transportation-efficient places and deploy strategic resources to create more transportation-efficient locations.
- Encourage alignment in land use, housing, transportation, and conservation planning in adopted regional plans (RTP/SCS and RHNA) and local plans (e.g., general plans, zoning, and local transportation plans).
- Accelerate production of affordable housing in forms and locations that reduce VMT and affirmatively further fair housing policy objectives.
- Reduce or eliminate parking requirements (and/or enact parking maximums, as appropriate) and promote redevelopment of excess parking, especially in infill locations.
- Preserve and protect existing affordable housing stock and protect existing residents and businesses from displacement and climate risk.

The CARB 2022 Scoping Plan Appendix D: *Local Actions* provides local jurisdictions with tools to reduce GHGs and assist the state in meeting the ambitious targets set forth in the 2022 Scoping Plan. Appendix D to the 2022 Scoping Plan includes a section on evaluating plan-level and project-level alignment with the State's Climate Goals in CEQA GHG analyses. However, the 2022 Scoping Plan Appendix D, states: "The recommendations outlined in this section apply *only* [emphasis added] to residential and mixed-use development project types" (Appendix D, p. 21). As such, it would be inappropriate to apply the Appendix D requirements to land use types other than residential or mixed-use residential. While the 2022 Scoping Plan Appendix D requirements are recognized generally, these requirements are not applicable to the retail/commercial Project considered in this EIR.

Cap-and-Trade Program

The *2017 Scoping Plan* identifies a Cap-and-Trade Program as one of the key strategies for California to reduce GHG emissions. According to CARB, the Cap-and-Trade Program would help put California on the path to meet its goal of achieving a 40% reduction in GHG emissions from 1990 levels by 2030. Under the Cap-and-Trade Program, an overall

limit on GHG emissions from capped sectors is established, and facilities subject to the cap would be able to trade permits to emit GHGs within the overall limit.

CARB adopted the California Cap-and-Trade Program pursuant to its authority under AB 32. The Cap-and-Trade Program is designed to reduce GHG emissions from regulated entities by more than 16% between 2013 and 2020, and by an additional 40% by 2030. The statewide cap for GHG emissions from the capped sectors (e.g., electricity generation, petroleum refining, and cement production) commenced in 2013 and would decline over time, achieving GHG emission reductions throughout the program's duration.

The Cap-and-Trade Program provides a firm cap, which provides the highest certainty of achieving the 2030 target. An inherent feature of the Cap-and-Trade program is that it does not guarantee GHG emissions reductions in any discrete location or by any particular source. Rather, GHG emissions reductions are only guaranteed on an accumulative basis.

The Cap-and-Trade Program covers approximately 80% of California's GHG emissions. The Cap-and-Trade Program covers the GHG emissions associated with electricity consumed in California, whether generated in-state or imported. Accordingly, GHG emissions associated with CEQA projects' electricity usage are covered by the Cap-and-Trade Program. The Cap-and-Trade Program also covers fuel suppliers (natural gas and propane fuel providers and transportation fuel providers) to address emissions from such fuels and from combustion of other fossil fuels not directly covered at large sources in the Program's first compliance period. The Cap-and-Trade Program covers the GHG emissions associated with the combustion of transportation fuels in California, whether refined in-state or imported.

Executive Order S-3-05

Executive Order S-3-05 established the following reduction targets for GHG emissions:

- By 2010, reduce GHG emissions to 2000 levels.
- By 2020, reduce GHG emissions to 1990 levels.

- By 2050, reduce GHG emissions to 80% below 1990 levels.

The 2050 reduction goal represents what some scientists believe is necessary to reach levels that would stabilize the climate. The 2020 goal was established to be a mid-term target. Because this is an executive order, the goals are not legally enforceable for local governments or the private sector.

Executive Order S-01-07 (LCFS)

Executive Order S-01-07 mandates that a statewide goal shall be established to reduce the carbon intensity of California's transportation fuels by at least 10% by 2020. CARB adopted the LCFS in 2009. In 2018, CARB approved amendments to the regulation, which included strengthening the carbon intensity benchmarks through 2030 in compliance with the SB 32 GHG emissions reduction target for 2030. The amendments included crediting opportunities to promote zero emission vehicle adoption, alternative jet fuel, carbon capture and sequestration, and advanced technologies to achieve deep decarbonization in the transportation sector.

Executive Order S-13-08

Executive Order S-13-08 states that "climate change in California during the next century is expected to shift precipitation patterns, accelerate sea level rise and increase temperatures, thereby posing a serious threat to California's economy, to the health and welfare of its population and to its natural resources." Pursuant to the requirements in the Order, the *2009 California Climate Adaptation Strategy* (*CNRA 2009*) was adopted, which is the " . . . first statewide, multi-sector, region-specific, and information-based climate change adaptation strategy in the United States." Objectives include analyzing risks of climate change in California, identifying and exploring strategies to adapt to climate change, and specifying a direction for future research.

Executive Order B-30-15

On April 29, 2015, Governor Brown issued an executive order to establish a California GHG reduction target of 40% below 1990 levels by 2030. The Governor's executive order aligned California's GHG reduction targets with those of leading international

governments ahead of the U.N. Climate Change Conference in Paris in late 2015. The Order sets a new interim statewide GHG emission reduction target to reduce GHG emissions to 40% below 1990 levels by 2030 in order to ensure California meets its target of reducing GHG emissions to 80% below 1990 levels by 2050 and directs CARB to update the *2017 Scoping Plan* to express the 2030 target in terms of $MMTCO_2e$. The Order also requires the state's climate adaptation plan to be updated every three years, and for the State to continue its climate change research program, among other provisions. As with Executive Order S-3-05, this Order is not legally enforceable as to local governments and the private sector. Legislation that would update AB 32 to make post 2020 targets and requirements a mandate is in process in the State Legislature.

Executive Order B-55-18 and SB 100

SB 100 and Executive Order B-55-18 were signed by Governor Brown on September 10, 2018. Under the existing RPS, 25% of retail sales of electricity are required to be from renewable sources by December 31, 2016, 33% by December 31, 2020, 40% by December 31, 2024, 45% by December 31, 2027, and 50% by December 31, 2030. SB 100 raises California's RPS requirement to 50% renewable resources target by December 31, 2026, and to achieve a 60% target by December 31, 2030. SB 100 also requires that retail sellers and local publicly owned electric utilities procure a minimum quantity of electricity products from eligible renewable energy resources so that the total kilowatt hours (kWh) of those products sold to their retail end-use customers achieve 44% of retail sales by December 31, 2024, 52% by December 31, 2027, and 60% by December 31, 2030. In addition to targets under AB 32 and SB 32, Executive Order B-55-18 establishes a carbon neutrality goal for the state of California by 2045; and sets a goal to maintain net negative emissions thereafter. The Executive Order directs the California Natural Resources Agency (CNRA), California EPA (CalEPA), the California Department of Food and Agriculture (CDFA), and CARB to include sequestration targets in the Natural and Working Lands Climate Change Implementation Plan consistent with the carbon neutrality goal.

Title 20 California Code of Regulations (CCR), Sections 1601 et seq. - Appliance Efficiency Regulations

The Appliance Efficiency Regulations regulate the sale of appliances in California. The Regulations include standards for both federally regulated appliances and non-federally regulated appliances. Twenty-three categories of appliances are included in the scope of these regulations. The standards within these regulations apply to appliances that are sold or offered for sale in California, except those sold wholesale in California for final retail sale outside the state and those designed and sold exclusively for use in recreational vehicles (RV) or other mobile equipment (CEC 2012).

Title 24 CCR Part 6 - California Energy Code

The California Energy Code was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The Code standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods.

Title 24 CCR Part 11 - California Green Building Standards Code

The California Green Building Standards Code (CALGreen) is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings that went into effect on January 1, 2009, and is administered by the California Building Standards Commission (CBSC). CALGreen is updated on a regular basis. The 2022 California Title 24 Energy Standards became effective on January 1, 2023, with updates for the 2025 standards set to take effect on January 1, 2026. As the Project is expected to be completed in 2027, it would be required to comply with the Title 24 Energy Standards in effect at that time, which may include further updates beyond the 2025 version.

Local jurisdictions are permitted to adopt more stringent requirements, as state law provides methods for local enhancements. The State Building Code provides the minimum standard that buildings must meet in order to be certified for occupancy, which is generally enforced by the local building official. At a minimum, the Project would be required to comply with applicable California Green Buildings Standards Code Nonresidential Mandatory Measures (Title 24 CCR Part 11, Chapter 5 *Nonresidential Mandatory Measures*) in effect at the time of building permit application.[4]

CARB Refrigerant Management Program[5]

The CARB *Refrigerant Management Program* (RMP) regulation was adopted in 2009 to reduce refrigerant GHG emissions from stationary sources through refrigerant leak detection and monitoring, leak repair, system retirement and retrofitting, reporting and recordkeeping, and proper refrigerant cylinder use, sale, and disposal. The CARB Refrigerant Management Program is set forth in sections 95380 to 95398 of Title 17, CCR. The rules implementing the regulation establish a limit on statewide GHG emissions from stationary facilities with refrigeration systems with more than 50 pounds of a high GWP refrigerant. The refrigerant management program is designed to (1) reduce emissions of high-GWP GHG refrigerants from leaky stationary, non-residential refrigeration equipment; (2) reduce emissions from the installation and servicing of refrigeration and air-conditioning appliances using high-GWP refrigerants; and (3) verify GHG emission reductions.

SB 97 and the CEQA Guidelines Update

Passed in August 2007, SB 97 added Section 21083.05 to the Public Resources Code. The code states "(a) On or before July 1, 2009, the Office of Planning and Research (OPR) shall prepare, develop, and transmit to the Resources Agency guidelines for the mitigation of GHG emissions or the effects of GHG emissions as required by this division, including,

[4] The 2025 California Green Buildings Standards Code Nonresidential Mandatory Measures can be accessed here: https://calgreenenergyservices.com/wp/wp-content/uploads/AIA-CA-2025-GBC-Requirements-NonResidentialMandatoryMeasures.pdf

[5] The *Refrigerant Management Program* can be accessed here: https://ww2.arb.ca.gov/our-work/programs/refrigerant-management-program

but not limited to, effects associated with transportation or energy consumption. (b) On or before January 1, 2010, the Resources Agency shall certify and adopt guidelines prepared and developed by the OPR pursuant to subdivision (a)." In 2012, Public Resources Code Section 21083.05 was amended to state:

> *The Office of Planning and Research and the Natural Resources Agency shall periodically update the guidelines for the mitigation of greenhouse gas emissions or the effects of greenhouse gas emissions as required by this division, including, but not limited to, effects associated with transportation or energy consumption, to incorporate new information or criteria established by the State Air Resources Board pursuant to Division 25.5 (commencing with Section 38500) of the Health and Safety Code.*

On December 28, 2018, the Natural Resources Agency announced the Office of Administrative Law (OAL)-approved amendments to the *CEQA Guidelines* for implementing CEQA. The CEQA Amendments provide guidance to public agencies regarding the analysis and mitigation of the effects of GHG emissions in CEQA documents. The CEQA Amendments fit within the existing CEQA framework by amending existing *CEQA Guidelines* to reference climate change.

CEQA Guidelines Section 15064.4 *Determining the Significance of Impacts from Greenhouse Gas Emissions*[6] states that in determining the significance of a project's GHG emissions, the lead agency should focus its analysis on the reasonably foreseeable incremental contribution of the project's emissions to the effects of climate change. A project's incremental contribution may be cumulatively considerable even if it appears relatively insignificant compared to statewide, national, or global emissions. The agency's analysis should consider a timeframe that is appropriate for the project. The agency's analysis also must reasonably reflect evolving scientific knowledge and state regulatory schemes.

[6] California Code of Regulations, title 14, section 15064.4, Determining the Significance of Impacts from Greenhouse Gas Emissions, in 2018 CEQA Statute and Guidelines, California Natural Resources Agency, available at: <https://resources.ca.gov/ceqa/docs/2025_ceqa_statutes_and_guidelines.pdf>.

Additionally, a lead agency may use a model or methodology to estimate GHG emissions resulting from a project. The lead agency has discretion to select the model or methodology it considers most appropriate to enable decision-makers to intelligently take into account the project's incremental contribution to climate change. The lead agency must support its selection of a model or methodology with substantial evidence. The lead agency should explain the limitations of the particular model or methodology selected for use.

4.4.3.2 Regional

SCAQMD

SCAQMD is the agency responsible for air quality planning and regulation in the South Coast Air Basin (Basin). SCAQMD acts as an expert commenting agency for impacts to air quality. This expertise carries over to GHG emissions. SCAQMD assists local land use agencies through the development of models and emission thresholds that can be used to address GHG emissions.

In 2008, SCAQMD formed a Working Group to identify GHG emissions thresholds for land use projects that could be used by local lead agencies in the SCAB. The Working Group developed several different options that are contained in the SCAQMD Draft Guidance Document – Interim CEQA GHG Significance Threshold, which could be applied by lead agencies. The working group has not provided additional guidance since release of the interim guidance in 2008. The SCAQMD Board has not approved the thresholds; however, the Guidance Document provides substantial evidence supporting the approaches to significance of GHG emissions that can be considered by the lead agency in adopting its own threshold. Paraphrasing the current interim thresholds[7]:

[7] The Interim Thresholds document in its entirety can be accessed at: https://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgboardsynopsis.pdf?sfvrsn=832cf961_2

- Tier 1 consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA.
- Tier 2 consists of determining whether the project is consistent with a GHG reduction plan. If a project is consistent with a qualifying local GHG reduction plan, it does not have significant GHG emissions.
- Tier 3 consists of screening values, which the lead agency can choose, but must be consistent with all projects within its jurisdiction. A project's construction emissions are averaged over 30 years and are added to the project's operational emissions. If a project's emissions are below one of the following screening thresholds, then the project is less than significant:
  - Residential and commercial land use: 3,000 $MTCO_2e$/yr.
  - Industrial land use: 10,000 $MTCO_2e$/yr.
  - Based on land use type: residential: 3,500 $MTCO_2e$/yr.; commercial: 1,400 $MTCO_2e$/yr.; or mixed use: 3,000 $MTCO_2e$/yr.
- Tier 4 has the following options:
  - Option 1: Reduce Business-as-Usual (BAU) emissions by a certain percentage; this percentage is currently undefined.
  - Option 2: Early implementation of applicable AB 32 Scoping Plan measures.
  - Option 3: 2020 target for service populations (SP), which includes residents and employees: 4.8 $MTCO_2e$ per SP per year for projects and 6.6 $MTCO_2e$ per SP per year for plans.
  - Option 3, 2035 target: 3.0 $MTCO_2e$ per SP per year for projects and 4.1 $MTCO_2e$ per SP per year for plans.
- Tier 5 involves mitigation offsets to achieve target significance threshold.

SCAQMD interim thresholds used the Executive Order S-3-05-year 2050 goal as the basis for the Tier 3 screening level. Achieving the Executive Order's objective would contribute to worldwide efforts to cap CO_2 concentrations at 450 ppm, thus stabilizing global climate.

4.4.3.3 County of Riverside Climate Action Plan (CAP)

The County Climate Action Plan (CAP) was designed under the premise that the County, and the community it represents, is uniquely capable of addressing emissions associated with sources under the County's jurisdiction. And further, that the County's emission reduction efforts should support and be compatible with state emission reduction strategies in order to accomplish these reductions in an efficient and cost-effective manner.

The CAP Update (November 2019) establishes GHG emission reduction programs and regulations that correlate with and support evolving State GHG emissions reduction goals and strategies. The CAP Update includes reduction targets for year 2030 and year 2050. These reduction targets require the County to reduce emissions by at least 525,511 MT CO_2e below the adjusted BAU (ABAU) scenario by 2030, and at least 2,982,948 MT CO_2e below the ABAU scenario by 2050. The CAP Update can be accessed here: https://planning.rctlma.org/climate-action-plan-cap-update

The CAP Update identifies a two-step approach in evaluating GHG emissions for projects subject to CEQA. First, a screening threshold of 3,000 $MTCO_2e$/yr. is used to determine if additional analysis is required. Projects that exceed the 3,000 $MTCO_2e$/yr. will be required to demonstrate and achieve a 25% reduction minimum of GHG emissions from a 2011-year level of efficiency, compared to the mitigated Project buildout year. Alternatively, the project under consideration must achieve at least at least 100 CAP Update Screening Table points.

The CAP Update Screening Tables (Screening Tables) aid in quantifying the reduction of GHG emissions attributable to certain design and construction measures incorporated in development projects. To this end, the Screening Tables establish categories of GHG Implementation Measures. Under each Implementation Measure category, mitigation or project design features (collectively "features") are assigned point values that correspond to the minimum GHG emissions reduction that would result from each feature. Projects that yield at least 100 points are considered to be consistent with the GHG emissions reduction quantities anticipated in the County's GHG Technical Report and support the

GHG emissions reduction targets established under the CAP Update. The potential for such projects to generate direct or indirect GHG emissions that would result in a significant impact on the environment; or conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases would be considered less-than-significant.

4.4.4 PROJECT GHG EMISSIONS

The Project proposes a "Base" development concept and a "Parcel 1 Option" development concept, as summarized at Table 4.4-7. Under the Base development concept, Parcel 1 would be developed with a convenience store/retail gas station. Under the Parcel 1 Option, it would be developed with retail/restaurant uses. Under either development concept, the remainder of the Project site would be developed with a supermarket, shops, and restaurant uses. The analysis presented here quantifies GHG emissions that would be generated under both the Base and the Parcel 1 Option development concepts.

Table 4.4-7
Project Development Concept

Site Plan Designation		Use(s)	Building Area
Parcel 1	Pad A	Convenience Store w/Retail Gas Station	3,227 sf store w/6 Multi-Product Dispenser (MPD) Fuel Canopy (12 fuel points)
Parcel 1 Option	Pad E	Drive-Through Restaurant	2,500 sf
	Pad F	Retail/Sit-Down Restaurant	5,400 sf
Parcel 2	Pad B	Drive-Through Restaurant	3,500 sf
Parcel 3	Pad D	Drive-Through Restaurant (Farmer Boys)	3,390 sf
Parcel 4	Shops A	Retail *	5,000 sf
Parcel 5	Pad C	Drive-Through Restaurant	2,500 sf
Parcel 6	Market	Grocery Store (Stater Bros.)	43,403 sf
Lot A	---	Drainage/Stormwater Management	---
TOTAL PROJECT (Base)			**61,020 Square Feet**
TOTAL PROJECT (Parcel 1 Option)			**65,693 Square Feet**

Source: Woodcrest Retail Center Site Plan Concept, March 2025.
Notes: *A proposed wireless communications antenna would be located within Parcel 4.

4.4.4.1 Construction-Source GHG Emissions

Project construction activities would generate emissions of CO_2 and CH_4. Project construction-source emissions 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 greenhouse gas emissions for the construction activities, dividing it by a 30-year project life, then adding that number to the annual operational GHG emissions. Accordingly, Project construction-source GHG emissions were amortized over a 30-year period and added to the Project annual operational-source GHG emissions.

4.4.4.2 Operational-Source GHG Emissions

Project operations would result in emissions of CO_2, CH_4, and N_2O, and Refrigerant emissions. Categories and sources of emissions would include the following:

- Mobile Source Emissions;
- Area Source Emissions;
- Energy Source Emissions;
- Water Supply, Treatment, and Distribution;
- Solid Waste;
- Refrigeration; and
- Stationary Source Emissions.

Mobile Source Emissions

GHG emissions will also result from mobile sources (traffic) associated with the Project. Project trip characteristics were obtained from the *Woodcrest Retail Center Traffic Analysis* (TA); Project Scoping Agreement; and *Woodcrest Retail Vehicle Miles Traveled (VMT) Screening Evaluation* (VMT Screening Evaluation). All of these documents are provided at EIR Appendix C. Collectively, the referenced transportation technical studies establish the basis for estimating the Project trip generation, Project vehicle miles traveled, and related mobile-source GHG emissions. As substantiated in the TA, Scoping Agreement, and VMT Screening Evaluation, and discussed at EIR Section 4.2 *Transportation*, the

Project would establish local-serving commercial/retail uses. The Project uses would serve the nearby community that would otherwise have to travel further distances to access retail/commercial shopping and services provided by the Project. Accordingly, and consistent with supporting trip information provided in the above-referenced EIR technical transportation studies, the GHG analysis assumes an average trip length for customers of 2 miles – as opposed to the 23.9-mile CalEEMod model default trip length value. Additionally, 96% of all trips are assumed to be customer trips, 3% of all trips are assumed to be workers, and 1% of all trips are assumed to be "other" trips. The Project service area is presented at Figure 4.4-1. Please refer also to detailed Project trip information presented in the Traffic Scoping Agreement, TA, and VMT Screening Evaluation provided at EIR Appendix C.

Area Source Emissions

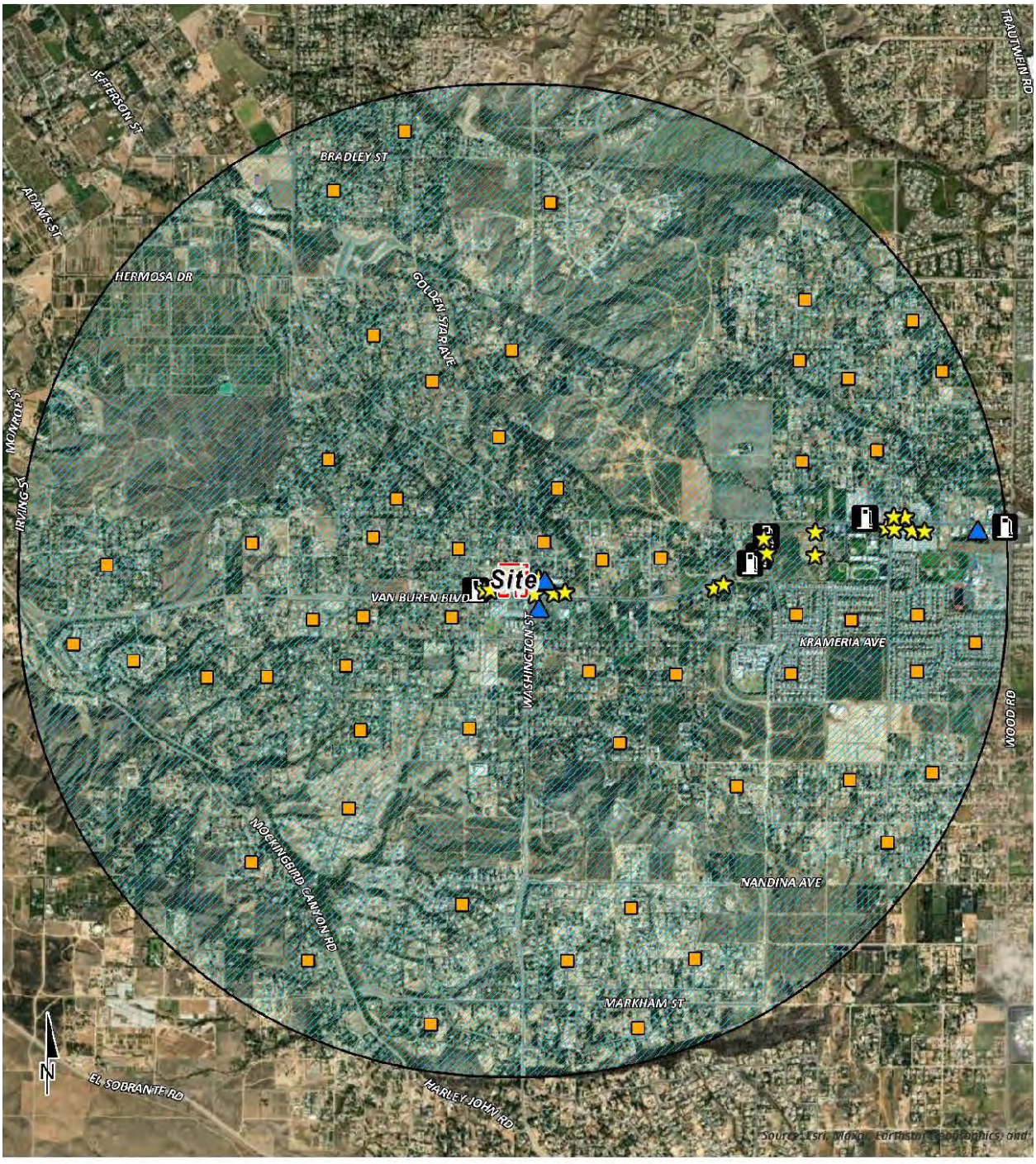
Landscape and site maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shedders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain Project landscaping.[8]

Energy Source Emissions

GHGs are emitted from building activities (e.g., heating/air conditioning) that consume energy. Combustion of any type of fuel emits CO_2 and other GHGs directly into the atmosphere; these emissions are considered direct emissions associated with a building.[9] GHGs are also emitted during the generation of electricity from fossil fuels; these emissions are considered to be indirect emissions.

[8] AB 1346 (effective January 1, 2024) aims to ban the sale of new gasoline-powered equipment under 25 gross horsepower (known as small off-road engines [SOREs]). However, for purposes of analysis, the emissions associated with landscape maintenance equipment were calculated based on assumptions provided in CalEEMod, and do not reflect emissions reductions that would be realized from implementation of AB 1346.

[9] Building energy use GHG emissions do not include GHG that may result from street lighting. In this regard, the CalEEMod emissions inventory model does not include indirect emission related to street lighting. Indirect emissions related to street lighting are expected to be negligible and cannot be accurately quantified at this time as there is insufficient information as to the number and type of street lighting that would occur.



LEGEND:

- Site Boundary
- 2-Mile Radius
- Gas Stations
- Fast-Food/ Sit-Down Restaurant
- Retail/Grocery Store
- Residential Community

N

NOT TO SCALE

Source: Urban Crossroads, Inc.; Applied Planning, Inc.

applied planning inc

Figure 4.4-1
Project Service Area

Water Supply, Treatment and Distribution Emissions

Indirect GHG emissions result from the production of electricity used to convey, treat and distribute water and wastewater. The amount of electricity required to convey, treat and distribute water depends on the volume of water as well as the sources of the water.

Solid Waste Management Emissions

The Project land uses would result in the generation and disposal of solid waste. A large percentage of solid waste generated by the Project would be diverted and recycled consistent with requirements of AB 39. The remainder of the waste not diverted would be disposed of at area landfills. GHG emissions would be generated by collection and transport of GHG emissions. GHG emissions would also result from anaerobic breakdown of landfilled materials.

Refrigerants

Air conditioning (A/C) and refrigeration equipment associated with the buildings are anticipated to generate GHG emissions. CalEEMod automatically generates a default A/C and refrigeration equipment inventory for each project land use subtype based on industry data from the USEPA. CalEEMod quantifies refrigerant emissions from leaks during regular operation and routine servicing over the equipment lifetime and then derives average annual emissions from the lifetime estimate.

4.4.5 STANDARDS OF SIGNIFICANCE

Potential greenhouse gas emissions impacts considered in this Section are consistent with those identified in Woodcrest Retail Center Project Initial Study, June 2025; County of Riverside, Environmental Assessment Form: Initial Study. The EIR Initial Study in its entirety is presented at EIR Appendix A.

As established through the EIR Initial Study process, the Project could result in potentially significant impacts under the following topics, considered in detail within this Section:

- *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or*

- *Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.*

The County has determined that each of the CEQA threshold considerations presented herein establish a separate and independent basis upon which to substantiate the significance of the Project's potential GHG emissions impact.

4.4.6 POTENTIAL IMPACTS AND MITIGATION MEASURES

4.4.6.1 Impact Statements

Potential Impact: *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.*

Impact Analysis:

California Emissions Estimator Model™ Employed to Estimate GHG Emissions

The California Air Pollution Control Officers Association (CAPCOA) in conjunction with other California air districts, including SCAQMD, released CalEEMod 2022 in May 2022. CalEEMod is periodically updated to reflect evolving emissions modeling protocols. The latest version available of CalEEMod has been utilized in this analysis. CalEEMod calculates GHG emissions from direct and indirect sources. CalEEMod also quantifies emissions reductions achieved from mitigation measures. CalEEMod model outputs are provided at GHGA Appendices 4.1 and 4.2.

Annual Project GHG emissions (Base development concept and Parcel 1 Option development concept) are summarized at Tables 4.4-8 and 4.4-9, respectively. To reflect net emission impacts of the Project, GHG emissions from existing site uses have been deducted. (GHG emissions generated by existing site uses is presented at previous Table 4.4-6.)

Table 4.4-8
Annual Project GHG Emissions - Base Development Concept

Emission Source	Emissions (metric tons per year)				
	CO_2	CH_4	N_2O	R	Total CO_2E
Annual construction emissions amortized over 30 years	15.40	5.59E-04	4.33E-04	3.64E-03	15.54
Mobile	1,980.47	0.35	0.21	2.34	2,054.85
Area	1.24	0.00	0.00	0.00	1.24
Energy	437.93	0.04	0.00	0.00	440.13
Water	12.76	0.30	0.01	0.00	22.43
Waste	34.52	3.45	0.00	0.00	120.79
Refrigeration	0.00	0.00	0.00	62.32	62.32
Stationary	13.33	0.00	0.00	0.00	13.37
Total Project GHG Emissions (CO_2E)	2,730.68				
Existing Site Uses GHG Emissions (**CO_2E**)	(665.20)				
Net GHG Emissions (CO_2E)	2,065.48				
CAP Update Screening Threshold (CO_2E)	3,000				
Screening Threshold Exceeded	**NO**				

Source: *Woodcrest Retail Center Greenhouse Gas Analysis* (Urban Crossroads, Inc.) September 9, 2025.
Note: Totals obtained from CalEEMod™ may not total 100% due to rounding.

Table 4.4-9
Annual Project GHG Emissions - Parcel 1 Option Development Concept

Emission Source	Emissions (metric tons per year)				
	CO_2	CH_4	N_2O	R	Total CO_2E
Annual construction emissions amortized over 30 years	15.49	5.60E-04	4.37E-04	3.78E-03	15.64
Mobile	1,856.96	0.33	0.20	2.18	1,927.78
Area	1.33	0.00	0.00	0.00	1.34
Energy	483.93	0.05	0.00	0.00	486.31
Water	15.14	0.36	0.01	0.00	26.61
Waste	39.89	3.99	0.00	0.00	139.58
Refrigeration	0.00	0.00	0.00	58.57	58.57
Stationary	13.33	0.00	0.00	0.00	13.37
Total Project GHG Emissions (CO_2E)	2,669.19				
Existing Site Uses GHG Emissions (**CO_2E**)	(665.20)				
Net GHG Emissions (CO_2E)	2,003.99				
CAP Update Screening Threshold (CO_2E)	3,000				
Screening Threshold Exceeded	**NO**				

Source: *Woodcrest Retail Center Greenhouse Gas Analysis* (Urban Crossroads, Inc.) September 9, 2025.
Note: Totals obtained from CalEEMod™ may not total 100% due to rounding.

As shown above, the Project Base development concept would generate approximately 2,065.48 $MTCO_2e$ per year; the Project Parcel 1 Option development concept would generate approximately 2,003.99 $MTCO_2e$ per year.

Under both scenarios, Project GHG emissions would not exceed the County screening threshold of 3,000 $MTCO_2e$ per year. GHG emissions not exceeding the County screening threshold do not comprise a potentially significant impact on the environment. Therefore, the potential for the Project to generate direct or indirect GHG emissions that would result in a significant impact on the environment is considered less than significant.

Level of Significance: Less-Than-Significant.

Potential Impact: *Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.*

Impact Analysis: For the Project, the 2022 Scoping Plan and measures implemented by the CAP Update comprise the "applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases."

2022 Scoping Plan Consistency

The Project would not impede the State's progress towards carbon neutrality by 2045 under the 2022 Scoping Plan. To this end, the Project would be required to comply with applicable current and future regulatory requirements promulgated through the 2022 Scoping Plan. Some of the current transportation sector policies the Project will comply with (through vehicle manufacturer compliance) include: Advanced Clean Cars II, Advanced Clean Trucks, Advanced Clean Fleets, Zero Emission Forklifts, Off-Road Zero-Emission Targeted Manufacturer Rule, Clean Off-Road Fleet Recognition Program, Amendments to the In-use Off-Road Diesel-Fueled Fleets Regulation, carbon pricing through the Cap-and-Trade Program, and the Low Carbon Fuel Standard.

Lastly, the Project would be required to comply with applicable elements outlined in the CAP Update. The CAP Update is designed to be consistent with the requirements of the 2022 Scoping Plan. The CAP Update includes measures and targets that align with the state's goals for reducing greenhouse gas emissions. Projects that are consistent with the CAP are also consistent with and support the 2022 Scoping Plan.

CAP Update Consistency

As demonstrated at Tables 4.4-8 and 4.4-9, the Project Base development concept would result in a net of approximately 2,065.48 $MTCO_2e/yr$, and the Parcel 1 Option development concept would result in a net of approximately 2,003.99 $MTCO_2e/yr$. The Project would fall below the CAP GHG emissions screening level of 3,000 $MTCO_2e/yr$. This supports the conclusion that Project GHG emissions would be captured by the CAP, Project GHG emission would therefore be consistent with the CAP emission projections, and the Project would not conflict with or obstruct CAP policies and regulations adopted for the purpose of reducing greenhouse gas emissions.

Level of Significance: Less-Than-Significant.

4.5 ENERGY

4.5 ENERGY

Abstract

Potential energy impacts considered in this Section are consistent with those identified in Woodcrest Retail Center Project Initial Study, June 2025; County of Riverside, Environmental Assessment Form: Initial Study. The EIR Initial Study in its entirety is presented at EIR Appendix A.

As established through the EIR Initial Study process, the Project could result in potentially significant impacts under the following topics, considered in detail within this Section:

- *Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation; and*

- *Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.*

As substantiated in the analyses within this Section, the above potential impacts of the Project would be less-than-significant. Please refer also to supporting technical analysis presented in Woodcrest Retail Center Energy Analysis *(Urban Crossroads, Inc.) September 9, 2025 (Project Energy Analysis) EIR Appendix F.*

4.5.1 BACKGROUND AND INTRODUCTION

In 1975, largely in response to the oil crisis of the 1970s, the State Legislature adopted AB 1575, which created the California Energy Commission (CEC). The statutory mission of the CEC is to forecast future energy needs; license thermal power plants of 50 megawatts or larger; develop energy technologies and renewable energy resources; plan for and direct responses to energy emergencies; and, perhaps most importantly, to promote energy efficiency through the adoption and enforcement of appliance and building energy efficiency standards.

AB 1575 also amended Public Resources Code Section 21100(b)(3) to require EIRs to consider the potential for wasteful, inefficient, and/or unnecessary consumption of energy caused by or resulting from a project. Appendix F to the *CEQA Guidelines* (Guidelines) assists EIR preparers in this regard by establishing parameters and context for determining whether a project would result in the inefficient, wasteful, and unnecessary consumption of energy.

CEQA Guidelines Section 15126.2 *Consideration and Discussion of Significant Environmental Impacts,* as amended December 28, 2018, recognizes the need to consider Guidelines Appendix F *Energy Conservation* when analyzing project impacts (for EIRs). Guidelines Section 15126.2 (b), excerpted below, provides the following guidance:

> **Energy Impacts.** If analysis of the project's energy use reveals that the project may result in significant environmental effects due to wasteful, inefficient, or unnecessary consumption use of energy, or wasteful use of energy resources, the EIR shall mitigate that energy use. This analysis should include the project's energy use for all project phases and components, including transportation-related energy, during construction and operation. In addition to building code compliance, other relevant considerations may include, among others, the project's size, location, orientation, equipment use and any renewable energy features that could be incorporated into the project. (Guidance on information that may be

> included in such an analysis is presented in Appendix F.) This analysis is subject to the rule of reason and shall focus on energy use that is caused by the project. This analysis may be included in related analyses of air quality, greenhouse gas emissions, transportation or utilities in the discretion of the lead agency.

In summary, the Project would provide for, and promote, energy efficiencies consistent with applicable state or federal standards and regulations. The Project would also conform to County energy efficiency and energy conservation measures.

Moreover, energy consumed by the Project would be comparable to, or less than, energy consumed by other development proposals of similar scale and intensity. On this basis, the Project would not result in the inefficient, wasteful or unnecessary consumption of energy. Further, the Project would not cause or result in the need for additional energy-producing facilities or energy delivery systems. The Project would therefore not result in significant environmental effects due to wasteful, inefficient, or unnecessary consumption use of energy, or wasteful use of energy resources. Nor would the Project result in significant environmental effects due to conflict with, or obstruction of, a state or local plan for renewable energy or energy efficiency.

4.5.2 EXISTING CONDITIONS/TRENDS

Existing conditions and projected trends providing general context for the Project energy demands are presented below. The following discussions are summarized in part from**:** *Final 2023 Integrated Energy Policy Report* (IEPR) (CEC) March 2024, and associated 2023 IEPR Highlights. See also: https://www.energy.ca.gov/data-reports/reports/integrated-energy-policy-report-iepr/2023-integrated-energy-policy-report. For ease of reference, the 2023 IEPR Highlights document is provided at EIR Appendix F.

Electricity

California's statewide electricity demand is projected to increase, driven by electrification of the transportation sector and buildings, while the per capita trend is tempered by growth in on-site solar and energy efficiency measures.

Existing Statewide Electricity Demand

The 2023 energy demand forecast reflects increasing electricity demand, particularly in the transportation sector and buildings, as well as increased onsite solar generation and battery storage (IEPR Highlights *California Energy Demand Forecast*).

In 2023, the California Independent System Operator (CAISO) peak demand was 44,534 MW (IEPR Highlights *California Energy Demand Forecast*).

Statewide electricity sales are increasing, but are mitigated in part by widespread adoption of rooftop solar, energy efficiency, and building electrification.

Projected Trends Through 2040

By 2040, electricity sales are expected to reach nearly 350,700 GWh, representing an overall growth compared to recent years but lower than previously projected in the 2022 IEPR Update, due to factors such as slower population growth and greater impacts from rooftop solar (IEPR Highlights *California Energy Demand Forecast*).

The statewide managed system peak is forecast to reach 63,204 MW by 2040, with an interim forecast of 56,937 MW for 2035 (IEPR Highlights *California Energy Demand Forecast*).

Key Factors Affecting Demand

The forecasted demand is slightly lower than projected in prior years, due primarily to a lower baseline consumption forecast, increased rooftop solar, and higher expected peak reduction from behind-the-meter resources (IEPR Highlights *California Energy Demand Forecast*).

While overall demand is increasing, major policy initiatives and investments in distributed generation and efficiency are dampening the pace of this growth.

Southern California Edison (SCE) is the primary electrical utility provider for the County. SCE also provides information on energy efficiency, rotating outages, emergency preparedness, electrical safety tips, and tree planting guidelines to ensure non-interference with electrical utility lines.

Transportation Energy

California's transportation energy demand is shifting rapidly toward electrification, with strong growth in electricity and hydrogen needs driven by state clean energy goals and supporting programs.

Existing Transportation Energy Demand

As of July 2023, the Clean Transportation Program has funded nearly 24,000 electric vehicle chargers across California to support electric vehicle (EV) deployment, highlighting the expanding infrastructure for electrified transportation (IEPR Highlights *Updates on Key Issues*).

Since 2009, the Clean Transportation Program has provided more than $1.8 billion in funding for zero-emission vehicle infrastructure and clean fuels, emphasizing sustained investment in reducing the sector's dependence on fossil fuels (IEPR Highlights *Updates on Key Issues*).

Projected Trends and Quantified Needs

California is projected to need more than 10 times the current number of public and shared private EV chargers by 2030 to meet anticipated demand for vehicle electrification (IEPR Highlights *Accelerating Connection of Clean Energy Resources*).

Statewide demand forecasts reflect a continuing increase in electricity use in transportation, driven by the increased adoption of EVs and the electrification of other transportation modes.

The preliminary analysis of hydrogen demand, as mandated by Senate Bill 1075, estimates that by 2040, approximately 18 gigawatts (GW) of renewable generation would be required for hydrogen production just to meet transportation demand, assuming all hydrogen is produced via electrolysis using renewable electricity (IEPR Highlights *Potential Growth of Hydrogen in California*).

Natural Gas

California's statewide natural gas demand is projected to decline overall as decarbonization and electrification efforts accelerate but delivered natural gas prices are expected to rise for certain customer classes over the long term.

Existing Natural Gas Demand and Trends

California is actively working to decarbonize the gas system through the development and deployment of low-carbon fuels, electrification, and renewable energy, involving energy agencies, gas and electric utilities, local governments, and the private sector.

Current demand levels are not explicitly quantified in the summary highlights, but the gas system remains a significant energy resource, especially for residential, commercial, industrial, and electric generation sectors.

Projected Natural Gas Demand

Policy direction and ongoing proceedings by the CEC, California Public Utilities Commission (CPUC), and California Air Resources Board (CARB) continue to target decreasing statewide natural gas use through expanded electrification, clean hydrogen adoption, renewable energy deployment, and energy efficiency measures (IEPR Highlights *Updates on Key Issues*).

There is an emphasis on ensuring a "just transition" for workers in the industry as the state progresses toward lower-emission alternatives.

Southern California Gas Company (The Gas Company) provides natural gas to the County. The Gas Company also provides customers with appliance services, an energy efficiency and rebate program, and information on emergency preparedness and air quality.

4.5.3 STATE AND LOCAL ENERGY EFFICIENCY/ENERGY CONSERVATION PLANS

Project consistency with State of California and County Energy Efficiency/Energy Conservation Plans and related policies and/or regulations is summarized at Table 4.5-1.

Table 4.5-1
State and Local Energy Efficiency/Energy Conservation Plan Consistency

PLANS, POLICIES, REGULATIONS	Remarks
STATE of CALIFORNIA	
State Energy Plan The CEC is responsible for preparing the State Energy Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The Plan calls for the state to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including assistance to public agencies and fleet operators and encouragement of urban designs that reduce vehicle miles traveled and accommodate pedestrian and bicycle access.	**Consistent:** *The Project site is located along major transportation corridors. The site selected for the Project facilitates access; takes advantage of existing infrastructure systems; and as approved by the Lead Agency, would introduce compatible development at the subject site. The Project therefore supports urban design and planning processes identified in the State of California Energy Plan, is consistent with, and would not otherwise interfere with, nor obstruct implementation of the State of California Energy Plan.* *Based on the preceding, the Project is considered to be consistent with the State Energy Plan.*

Table 4.5-1
State and Local Energy Efficiency/Energy Conservation Plan Consistency

PLANS, POLICIES, REGULATIONS	Remarks
California Code Title 24, Part 6: Energy Efficiency Standards California Code Title 24, Part 6 (also referred to as the California Energy Code), was promulgated by the CEC in 1978 in response to a legislative mandate to create uniform building codes to reduce California's energy consumption. To these ends, the California Energy Code provides energy efficiency standards for residential and nonresidential buildings. The Project would be required to comply with energy efficiency standards in effect at the time of building permit application(s).	**Consistent:** *The Project would be designed, constructed, and operated to meet or exceed incumbent Title 24 Energy Efficiency Standards. On this basis, the Project is determined to be consistent with, and would not interfere with, nor otherwise obstruct implementation of Title 24 Energy Efficiency Standards.* *Based on the preceding, the Project is considered to be consistent with California Code Title 24, Part 6: Energy Efficiency Standards.*
California Code of Regulations, Title 24, Part 11: California Green Building Standards Code (CALGreen). CALGreen is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings that went in effect on January 1, 2011. CALGreen is updated on a regular basis, with the most recent update consisting of the 2016 California Green Building Code Standards that became effective January 1, 2017. Under state law, local jurisdictions are permitted to adopt more stringent requirements.	**Consistent:** *The Project would be designed, constructed, and operated to meet or exceed incumbent Title 24 CALGreen Standards. On this basis, the Project is determined to be consistent with, and would not interfere with, nor otherwise obstruct implementation of Title 24 CALGreen Standards.* *Based on the preceding, the Project is considered to be consistent with California Code of Regulations, Title 24, Part 11: California Green Building Standards Code (CALGreen).*
County of Riverside	
The County implements the California Building Code (incumbent edition) as codified at Riverside County Ordinance No. 457. See also: https://rivcocob.org/sites/g/files/aldnop311/files/migrated/wp-content-uploads-2023-01-457.106.pdf. Ordinance 457 requires that all development be designed and constructed consistent with incumbent energy efficiency/energy conservation standards.	*By ordinance, the Project would be required to comply with all Building Code standards and regulations, including energy efficiency/energy conservation standards. Based on the preceding, the Project is considered to be consistent with the California Building Code as implemented by the County.*

Sources: Plan, Policy/Regulatory information from: State Energy Plan, California Code Title 24, Part 6: Energy Efficiency Standards; California Code of Regulations, Title 24, Part 11: California Green Building Standards Code (CALGreen); County Ordinance No. 457, Remarks by Applied Planning, Inc.

Additionally, regulatory measures, standards, and policies directed at reducing air pollutant emissions and GHG emissions would also act to promote energy conservation and reduce Project energy consumption. Please refer to related discussions presented at EIR Section 4.3, *Air Quality* and EIR Section 4.4, *Greenhouse Gas Emissions*.

4.5.4 STANDARDS OF SIGNIFICANCE

Potential energy impacts considered in this Section are consistent with those identified in Woodcrest Retail Center Project Initial Study, June 2025; County of Riverside, Environmental Assessment Form: Initial Study. The EIR Initial Study in its entirety is presented at EIR Appendix A.

As established through the EIR Initial Study process, the Project could result in potentially significant impacts under the following topics, considered in detail within this Section:

- *Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation; and*

- *Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.*

4.5.5 POTENTIAL IMPACTS AND MITIGATION MEASURES

4.5.5.1 Impact Statements

Potential Impact: *Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.*

Impact Analysis:

Project Energy Demands and Energy Efficiency/Conservation Measures

Estimated energy demands of Project construction and Project operations are summarized in the following discussions and are presented in detail in *Woodcrest Retail Center Energy Analysis* (Urban Crossroads, Inc.) *September 9, 2025* (Project Energy Analysis, EIR Appendix F).

Project design features and operational programs, as well as regulations that promote energy conservation and energy conservation are also identified. The Project in total would be required to comply with incumbent performance standards established under the Building Energy Efficiency Standards contained in the California Code of Regulations (CCR), Title 24, Part 6 (Title 24, Energy Efficiency Standards). Also, developers and owners/tenants have vested financial incentives to avoid imprudent energy consumption practices. In this regard, there is growing recognition among developers and owners/tenants that efficient and sustainable construction and operational practices yield both environmental and economic benefits. On this basis, and as further supported by the following discussions, the Project would not result in or cause wasteful, inefficient, and unnecessary consumption of energy.

Within the following analyses, Project energy demands were estimated employing CalEEMod.[1] Energy demands were estimated for all Project construction/demolition activities and all operations including:

- Construction Electricity demands;
- Construction fuel demands from all sources (construction equipment, construction worker commutes; construction vendor trips; construction haul trips);
- Operational vehicle fuel consumption (fuel consumed by vehicles accessing the Project; and
- Operational building energy demands (electricity and natural gas).

[1] The County has historically and successfully employed CalEEMod for energy demand modeling purposes. The South Coast Air Quality Management District (SCAQMD), the Responsible Agency for air quality considerations, sanctions use of CalEEMod to provide a "uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and greenhouse gas (GHG) emissions associated with both construction and operational from a variety of land use projects." (SCAQMD: https://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-modeling)
Through the use of CalEEMod, SCAQMD integrates air quality and energy impact analyses. To ensure consistency of and accuracy of analyses in support of SCAQMD policies, the County has determined that CalEEMod is appropriate for CEQA modeling of both air quality impacts and energy consumption. CalEEMod comprehensively and cohesively provides building energy consumption estimates, and as well establishes the basis for estimation of construction activity/construction equipment energy consumption, and mobile-source (vehicular) energy consumption.

Please refer also to the detailed energy demand methodology presented at Project Energy Analysis Section 5.2, *Methodology*.

Construction Energy Consumption Estimates and Energy Efficiency/Conservation Measures

The Project proposes a "Base" development concept and a "Parcel 1 Option" development concept. The following discussions summarize estimated construction energy demands under each. Please refer to EIR Section 3.0 *Project Description* for details regarding the Base and Parcel 1 Option development concepts.

Construction Fuel/Power Consumption Estimates

Energy consumption in support of, or related to, Project construction would include electricity consumption by various equipment and tools; diesel fuel consumed by construction equipment and construction vendor trips; and gasoline consumed by construction worker commutes. As presented in the Project Energy Analysis:

- Over the approximately 13-month construction period, Project construction activities under the Base development concept would consume approximately 12,453 kWH of electricity; Project construction activities under the Parcel 1 Option development concept would consume approximately 14,978 kWH of electricity (Project Energy Analysis, p. 24).

- Over the approximately 13-month construction period, Project construction activities under either the Base development concept or the Parcel 1 Option development concept would consume approximately 37,912 gallons of diesel fuel (Project Energy Analysis, p. 26).

- Over the approximately 13-month construction period, under either the Base development concept or the Parcel 1 Option development concept construction worker commutes would consume approximately 4,529 gallons of gasoline (Project Energy Analysis, pp. 29-30).

- Over the approximately 13-month construction period, construction vendor/hauling trips under either the Base development concept or the Parcel 1 Option development concept would consume approximately 5,759 gallons of diesel fuel (Project Energy Analysis, p. 30).

Diesel fuel and gasoline for construction activities would be provided by existing area vendors. Construction electricity demands would be provided via connection to existing SCE services.

Project construction activities would comprise temporary, single event demands for diesel fuel and electricity and would not require on-going or permanent commitment of fuel for these purposes.

Construction Energy Efficiency/Conservation Measures

Equipment and vehicles used during Project construction would be required to conform to CARB regulations and California emissions standards and would demonstrate related fuel efficiencies. There are no unusual Project characteristics or construction processes that would require the use of vehicles or equipment that would be more energy intensive than is used for comparable activities; or equipment that would not conform to incumbent power/fuel efficiency standards. Project construction activities would therefore not result in inefficient, wasteful, or unnecessary consumption of power or fuel.

Additionally, certain incidental construction-source energy efficiencies would likely accrue through implementation of California regulations. More specifically, California Code of Regulations Title 13, Motor Vehicles, section 2449(d)(3) *Idling*, limits idling times of construction vehicles to no more than five minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Enforcement of idling limitations is realized through periodic site inspections conducted by County building officials, and/or in response to citizen complaints.

Indirect construction energy efficiencies and energy conservation would be achieved through the use of recycled/recyclable materials and related procedures, and energy efficiencies realized from bulk purchase, transport and use of construction materials. Use of recycled and recyclable materials and use of materials in bulk also reduces energy demands associated with preparation and transport of construction materials as transport and disposal of construction waste and solid waste in general, with corollary reduced demands on area landfill capacities and energy consumed by waste transport and landfill operations.

Construction Waste Management Plan

A Project Construction Waste Management Plan would be required consistent with Section 5.408, *Construction Waste Reduction, Disposal, and Recycling* of the California Green Building Standards Code (CALGreen Code), as adopted by the County. The Project would be required to recycle or salvage for reuse a minimum of 50 percent of the non-hazardous construction and demolition waste.

OPERATIONAL ENERGY CONSUMPTION AND ENERGY EFFICIENCY/CONSERVATION MEASURES

Operational Energy Consumption

Energy consumption in support of, or related to, Project operations would include transportation energy demands (energy consumed by vehicles accessing the Project site) and facilities energy demands (energy consumed by building operations and site maintenance activities). For the purposes of CEQA analysis, the net fuel consumption and energy demand is calculated by subtracting energy consumption associated with the site's existing uses from the total demand generated by new development implemented by the Project. That is, as provided for under CEQA, the baseline condition reflected in these analyses includes uses that exist at the Project site, regardless of whether those uses are actively operational or temporarily inactive.

Net annual energy consumption under the Project Base development concept and Parcel 1 Option development concept are summarized at Tables 4.5-2 and 4.5-3, respectively.

Table 4.5-2
Base Development Concept
Net Annual Operational Energy Demand

Project Land Use	Natural Gas (kBTU/year)	Electricity (kWh/year)
Convenience Market with Gas Pumps	54,164	103,521
Supermarket	728,508	1,392,356
Strip Mall	14,805	24,396
Fast Food Restaurant w/o Drive Thru	285,147	87,787
Fast Food Restaurant with Drive Thru	1,071,012	329,729
Parking Lot	0	123,290
Total Demand Project Land Uses	2,153,636	2,061,079
Existing Uses Demand	(376,931)	(228,244)
Net Demand Project Land Uses	**1,776,705**	**1,832,835**

Source: *Woodcrest Retail Center Energy Analysis* (Urban Crossroads, Inc.) September 9, 2025.

Table 4.5-3
Parcel Option 1 Development Concept
Net Annual Operational Energy Demand

Project Land Use	Natural Gas (kBTU/year)	Electricity (kWh/year)
Supermarket	728,508	1,392,356
Strip Mall	30,795	50,744
Fast Food Restaurant w/o Drive Thru	593,106	182,598
Fast Food Restaurant with Drive Thru	1,356,159	417,516
Parking Lot	0	123,290
Total Demand Project Land Uses	2,708,568	2,166,504
Existing Uses Demand	(376,931)	(228,244)
Net Demand Project Land Uses	**2,331,637**	**1,938,260**

Source: *Woodcrest Retail Center Energy Analysis* (Urban Crossroads, Inc.) September 9, 2025.

Operational Energy Efficiency/Conservation Measures

Facilities Energy Demand Efficiencies

The Project would be required to meet or surpass standards established under incumbent California Code Title 24, Part 6 (the California Energy Code) and California Green Building Standards Code (CALGreen; CCR, Title 24, Part 11) as implemented by the County, to include building "solar zones" accommodating on-site photovoltaic energy sources.[2]

Enhanced Vehicle Fuel Efficiencies

Potential maximum vehicle fuel consumption from vehicles accessing the Project would occur under Project Opening Year (2027) Conditions. Under future conditions, average fuel economies of vehicles accessing the Project site can be expected to improve as older, less fuel-efficient vehicles are removed from circulation. Average fuel economies of vehicles accessing the Project site can also be expected to improve over time in response to fuel economy and emissions standards imposed on newer vehicles entering the transportation system.

Project Design and Access

The Project proposes commercial/retail uses within an urbanizing context, proximate to, and readily accessible from improved roadways. In these regards, the Project setting proximate to transportation corridors facilitates access to the Project generally.

Alternative Transportation Modes

The availability of alternative transportation modes described below would act to generally reduce commuter-related fuel consumption.

[2] Per the California Energy Code, the Project building roof designs would be required to provide "solar zones" reserved for the future installation of a solar electric or solar thermal system. Energy Code Section 110.10 B states that: "The solar zone shall be located on the roof or overhang of the building or on the roof or overhang of another structure located within 250 feet of the building or on covered parking installed with the building project, and shall have a total area no less than 15 percent of the total roof area of the building excluding any skylight area. The solar zone requirement is applicable to the entire building, including mixed occupancy."

Bus Service

Riverside Transit Agency (RTA) provides bus service to the County and surrounding areas. RTA route maps and schedules are available at: https://www.riversidetransit.com/riding-the-bus/maps-schedules.

Bus service routes and schedules are reviewed and updated by RTA periodically to address ridership, budget, and community demand needs. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate.

Pedestrian and Bicycle Access

Project pedestrian and bicycle access would be provided as required by the County. See also: *County Road Standards and County Standard Specifications*: https://trans.rctlma.org/road-standards.

Bicycle amenities would be provided as required by the County and CalGreen Chapter 5, *Nonresidential Mandatory Measures.* See also: https://codes.iccsafe.org/content/CAGBC2022P3/chapter-5-nonresidential-mandatory-measures#CAGBC2022P3_Ch05_SubCh5.1_Sec5.106.4.

Landscaping Energy Efficiencies

Drought-tolerant plants would be used where appropriate. Project landscaping would be required to conform to County standards and specifications. See also: https://trans.rctlma.org/landscape-development-and-standards.

Solid Waste Diversion/Recycling

The Project would be required to comply with applicable State of California and County solid waste diversion/recycling rules and regulations. These laws and regulations include but are not limited to: State AB 939, State AB 341; State AB 1826; and CALGreen Code Section 5.408, *Construction Waste Reduction, Disposal, and Recycling*. In combination, these laws and regulations act to reduce the amount of solid waste transported to, and disposed

at, area landfills. Corollary reduced demands on area landfill capacities and energy consumed by waste transport and landfill operations would likely result.

SUMMARY AND CONCLUSION

Construction Energy Consumption: Project construction energy use is temporary and necessary to implement the Project facilities. The Project would utilize modern, fuel-efficient equipment, and would be operated by contractors to minimize all operating costs including fuel costs, ensuring energy consumption is not wasteful.

Operations (Facilities Energy Consumption): The Project would be required to comply with CALGreen and County of Riverside energy consumption/energy efficiency policies and programs. The Project would therefore operate at a high level of efficiency by incorporating mandated CALGreen and County of Riverside design features and operational programs. These measures ensure that facility energy consumption is minimized.

Operations (Transportation Energy Consumption): The Project is a local-serving retail use that serves an existing demand within the immediate community. By capturing trips that would otherwise travel to more distant retail centers, the project shortens average trip lengths and reduces regional Vehicle Miles Traveled (VMT). Therefore, the Project would not result in unnecessary transportation energy consumption; rather, it improves the efficiency of the regional transportation network.

As supported by the preceding analyses, Project construction and operations would not result in the inefficient, wasteful or unnecessary consumption of energy, and potential Project impacts in these regards would be less-than-significant. Further, energy demands of the Project can be accommodated within the context of available resources and energy delivery systems. The Project would therefore not cause or result in the need for additional energy-producing or energy transmission facilities and would not create or otherwise result in a potentially significant impact affecting energy resources or energy

delivery systems. On this basis, the potential for the Project to result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources is considered less than significant.

Level of Significance: Less-Than-Significant.

Potential Impact: *Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.*

Impact Analysis: Consistency of the Project with a state or local plan for renewable energy or energy efficiency is summarized at previous Table 4.5-1. As substantiated in Table 4.5-1, the Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency and is therefore considered less than significant.

Level of Significance: Less-Than-Significant.

4.6 NOISE

4.6 NOISE

Abstract

Potential noise impacts considered in this Section are consistent with those identified in Woodcrest Retail Center Project Initial Study, June 2025; County of Riverside, Environmental Assessment Form: Initial Study. The EIR Initial Study in its entirety is presented at EIR Appendix A.

As established through the EIR Initial Study process, the Project could result in potentially significant impacts under the following topics, considered in detail within this Section:

- *Potential generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan, noise ordinance, or applicable standards of other agencies.*

- *Potential generation of excessive groundborne vibration or groundborne noise levels.*

As presented in the analyses within this Section, the above potential impacts of the Project are substantiated to be less than significant, or less than significant as mitigated. Please refer also to supporting technical analysis presented in Woodcrest Retail Center Noise and Vibration Analysis *(Urban Crossroads, Inc.) September 17, 2025 (Project Noise Impact Analysis), EIR Appendix G.*

Impacts determined previously determined not to be potentially significant through the EIR Initial Study process include the following:

- *For a project located within an airport land use plan, or where such 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?*

- *For a Project within the vicinity of a private airstrip, would the Project expose people residing or working in the Project area to excessive noise levels?*

These potential impacts are not further substantively addressed within this Section. See also EIR Appendix A, Initial Study and EIR Table 1.7-1, Summary of Impacts Determined Not to be Potentially Significant.

4.6.1 INTRODUCTION

This Section presents the noise setting, methodology, standards of significance, and potential noise impacts associated with the Project. The information presented herein has been summarized from *Woodcrest Retail Center Noise and Vibration Analysis* (Urban Crossroads, Inc.) September 17, 2025 (Project Noise Impact Analysis). The Project Noise Impact Analysis in its entirety is presented at EIR Appendix G.

4.6.2 SETTING

Following are discussions of noise fundamentals applicable to the Project, together with assessments of existing ambient noise levels and noise sources in the Project vicinity. Please refer also to Project Noise Impact Analysis.

4.6.2.1 Fundamentals of Noise

Moise levels are measured on a logarithmic scale in decibels which are then weighted and added over a 24-hour period to reflect not only the magnitude of the sound, but also its duration, frequency, and time of occurrence. In this manner, various acoustical scales and units of measurement have been developed, including equivalent sound levels (Leq), day-night average sound levels (Ldn) and community noise equivalent levels (CNEL).

"A-weighted" decibels (dBA) approximate the subjective response of the human ear to a broad frequency noise source by discriminating against the very low and very high frequencies of the audible spectrum. They are adjusted to reflect only those frequencies which are audible to the human ear. The decibel scale has a value of 0.0 dBA at the threshold of hearing and 120 dBA at the threshold of pain. Each interval of 10 decibels indicates a sound energy ten times greater than before, which is perceived by the human ear as being roughly twice as loud. Thus, a 1.0 decibel increase is just audible, whereas a 10-decibel increase means the sound is perceived as being twice as loud as before. Typical decibel levels of various noise sources are illustrated at Figure 4.6-1.

Noise Rating Schemes

Equivalent sound levels are not measured directly but are calculated from sound pressure levels, typically measured in dBA. The equivalent sound level (Leq) is the constant level that, over a given period, transmits the same amount of acoustic energy as the actual time-varying sound. Equivalent sound levels are the basis for both the Ldn and CNEL scales.

Day-night average sound levels (Ldn) are a measure of the cumulative noise exposure of the community. The Ldn value results from a summation of hourly Leqs over a 24-hour period with an increased weighting factor applied to the nighttime period between 10:00 p.m. and 7:00 a.m. This noise rating scheme accounts for subjectively more annoying noise events which occur during normal sleep hours.

Community noise equivalent levels (CNEL) also carry a weighting penalty for noise occurring during nighttime hours. CNEL levels also include a penalty for noise events occurring during the evening hours (10:00 p.m. to 7:00 a.m.). Because of these weighting factors, CNEL values will always be greater than Ldn values which in turn will exceed Leq values. However, CNEL values are typically within one decibel of Ldn values.

COMMON OUTDOOR ACTIVITIES	COMMON INDOOR ACTIVITIES	A - WEIGHTED SOUND LEVEL dBA	SUBJECTIVE LOUDNESS	EFFECTS OF NOISE
THRESHOLD OF PAIN		140	INTOLERABLE OR DEAFENING	HEARING LOSS
NEAR JET ENGINE		130		
		120		
JET FLY-OVER AT 300m (1000 ft)	ROCK BAND	110		
LOUD AUTO HORN		100	VERY NOISY	
GAS LAWN MOWER AT 1m (3 ft)		90		
DIESEL TRUCK AT 15m (50 ft), at 80 km/hr (50 mph)	FOOD BLENDER AT 1m (3 ft)	80		SPEECH INTERFERENCE
NOISY URBAN AREA, DAYTIME	VACUUM CLEANER AT 3m (10 ft)	70	LOUD	
HEAVY TRAFFIC AT 90m (300 ft)	NORMAL SPEECH AT 1m (3 ft)	60		
QUIET URBAN DAYTIME	LARGE BUSINESS OFFICE	50	MODERATE	SLEEP DISTURBANCE
QUIET URBAN NIGHTTIME	THEATER, LARGE CONFERENCE ROOM (BACKGROUND)	40		
QUIET SUBURBAN NIGHTTIME	LIBRARY	30	FAINT	NO EFFECT
QUIET RURAL NIGHTTIME	BEDROOM AT NIGHT, CONCERT HALL (BACKGROUND)	20		
	BROADCAST/RECORDING STUDIO	10	VERY FAINT	
LOWEST THRESHOLD OF HUMAN HEARING	LOWEST THRESHOLD OF HUMAN HEARING	0		

Source: Environmental Protection Agency Office of Noise Abatement and Control, Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety (EPA/ONAC 550/9-74-004) March 1974.

Source: Urban Crossroads, Inc.

Sound Propagation

For a "line source" of noise such as a heavily traveled roadway, noise levels attenuate by a nominal value of 3.0 decibels for each doubling of distance between the noise source and the noise receptor. The nominal value of 3.0 dBA with doubling applies to sound propagation from a line source: (1) over the top of a barrier greater than 3 meters in height; or (2) where there is a clear unobstructed view of the highway, the ground is hard, no intervening structures exist and the line-of-sight between the noise source and receptor averages more than three meters above the ground.

Notwithstanding, environmental factors such as wind conditions, temperature gradients, characteristics of the ground (hard or soft) and the air (relative humidity), and the presence of vegetation combine to typically increase the attenuation achieved outside laboratory conditions to approximately 4.5 decibels per doubling of distance. The increase in noise attenuation in exterior environments is particularly true: (1) for freeways with an elevated or depressed profile or exhibiting expanses of intervening buildings or topography; (2) where the view of a roadway is interrupted by isolated buildings, clumps of bushes, scattered trees; (3) when the intervening ground is soft or covered with vegetation; or (4) where the source or receptor is located more than three meters above the ground.

In an area which is relatively flat and free of barriers, the sound level resulting from a single "point source" of noise drops by six decibels for each doubling of distance or 20 decibels for each factor of ten in distance. This applies to fixed noise sources and mobile noise sources which are temporarily stationary, such as an idling truck or other heavy-duty equipment operating within a confined area (such as industrial processes or construction).

Noise Barrier Attenuation

Effective noise barriers can reduce noise levels by 10 to 15 dBA. Noise barriers are most effective when placed close to the noise source or receptor. Noise barriers, however, do have limitations. For a noise barrier to work, it must be high enough and long enough to block the view of the noise source.

4.6.2.2 Factors Affecting Motor Vehicle Noise

According to the Highway Traffic Noise Analysis and Abatement Policy and Guidance, provided by the Federal Highway Administration (FHWA), the level of traffic noise depends on three primary factors: (1) volume of the traffic, (2) traffic speed, and (3) vehicle mix within the flow of traffic. Generally, the loudness of traffic noise is increased by heavier traffic volumes, higher speeds, and a greater number of trucks. Assuming speed and vehicle mix do not change, a doubling of the traffic volume results in a noise level increase of 3.0 dBA. Vehicle mix on a given roadway may also affect community noise levels. As the number of medium and heavy trucks increases and becomes a larger percentage of the vehicle mix, adjacent noise levels will increase. Vehicle noise is a combination of the noise produced by the engine, exhaust, and tires on the roadway.

To account for the ground-effect attenuation (absorption), two types of site conditions are commonly used in traffic noise models: soft- and hard-site conditions. Soft-site conditions account for the sound propagation loss over natural surfaces such as normal earth and ground vegetation. A drop-off rate of 4.5 dBA per doubling of distance is typically observed over soft ground with landscaping, as compared with a 3.0 dBA drop-off rate over hard ground such as asphalt, concrete, stone, and very hard-packed earth. The Project Noise Impact Analysis indicates that generally, soft-site conditions better reflect predicted noise levels within the Study Area. Related, California Department of Transportation (Caltrans) research has shown that the use of soft-site conditions is more appropriate for the application of the FHWA traffic noise prediction model used in this analysis.

4.6.2.3 Community Responses to Noise

Approximately sixteen percent of the population has a very low tolerance for noise and will object to any noise not of their making. Consequently, even in the quietest environment, some complaints will occur. Another twenty to thirty percent of the population will not complain even in very severe noise environments. Thus, a variety of reactions can be expected from people exposed to any given noise environment.

Surveys have shown that community response to noise varies from no reaction to vigorous action for newly introduced noises averaging from 10 dB below existing to 25 dB above existing conditions. The percentage of high annoyance ranges from approximately 0 percent at 45 dB or less, 10 percent are highly annoyed around 60 dB, and increases rapidly to approximately 70 percent being highly annoyed at approximately 85 dB or greater. A change of 3 dBA is considered barely perceptible, and changes of 5 dBA are considered readily perceptible.

Community responses to noise may range from registering a complaint by telephone or letter, to initiating court action. Factors affecting community responses to noise include:

- Fear associated with noise-producing activities.
- Noise receptor's perception that they are being unfairly treated.
- Attitudes regarding the usefulness of the noise-producing activity.
- Receptor's belief that the noise source can be controlled.

4.6.2.4 Land Use Compatibility with Noise

Some land uses are less tolerant of noise than others. For example, schools, hospitals, churches, and residences are more sensitive to noise intrusion than are commercial or industrial activities. As ambient noise levels affect the perceived amenity or liveability of a development, so too can the mismanagement of noise impacts impair the economic health and growth potential of a community by reducing the area's desirability as a place to live, shop, and work. For this reason, land use compatibility with the noise environment is an important consideration in the planning and design process.

4.6.2.5 Noise-Sensitive Land Uses

Land uses have been deemed sensitive by the State of California. These land uses require a serene environment as part of the overall facility or residential experience. Many of these facilities depend on low levels of sound to promote the wellbeing of the occupants. These uses include, but are not necessarily limited to; schools, hospitals, rest homes, long term care facilities, mental care facilities, residential uses, places of worship, libraries, and passive recreation areas (General Plan Noise Element, p. N-4). The County Noise

Ordinance (ORDINANCE NO. 847 (AS AMENDED THROUGH 847.1) AN ORDINANCE OF THE COUNTY OF RIVERSIDE AMENDING ORDINANCE NO. 847 REGULATING NOISE [Ordinance 847] Section 3 *Definitions*) defines a noise-sensitive land use as follows: "A land use that is identified as sensitive to noise in the Noise Element of the Riverside County General Plan[1], including, but not limited to, residences, schools, hospitals, churches, rest homes, cemeteries or public libraries."

The sensitive receptors nearest the Project site are the Woodcrest Montessori Education Center and residential uses abutting the site to the north and residential uses abutting the Project site to the west (Project Noise Impact Analysis, p. 43 et al.)

4.6.2.6 Current Noise Exposure

To assess existing noise levels in the Project vicinity, hourly noise levels were measured at 4 locations during typical weekday conditions over a 24-hour period. These selected noise measurement locations are illustrated at Figure 4.6-2. These noise measurement locations describe ambient noise conditions in the immediate Project vicinity.[2] The noise measurements summary is presented at Table 4.6-1. For those interested technical readers, noise measurement procedure and criteria are detailed at Project Noise Impact Analysis Section 5.1, *Measurement Procedure and Criteria*.

The background ambient noise levels in the Project study area are dominated by the transportation-related noise associated with the area roadway network.

[1] Any subsequent reference to the Riverside County General Plan includes all revisions to date.

[2] Both Caltrans and the FTA recognize that it is not reasonable to collect noise level measurements that can fully represent every part of a private yard, patio, deck, or balcony normally used for human activity when estimating impacts for new development projects. Further, FTA guidance states that it is not necessary nor recommended that existing noise exposure be determined by measuring at every noise-sensitive location in the project area. Rather, the recommended approach is to characterize the noise environment for clusters of sites based on measurements or estimates at representative locations in the community.



LEGEND:

Site Boundary Measurement Locations

N

NOT TO SCALE

Source: Urban Crossroads, Inc.; Applied Planning, Inc.

Figure 4.6-2
Noise Monitoring Locations

Table 4.6-1
24-Hour Ambient Noise Level Measurements

Location	Description	Energy Average Noise Level (dBA Leq)*		CNEL
		Daytime	Nighttime	
L1	Located east of the site near the residence at 16180 Washington St.	58.5	50.8	59.9
L2	Located west of the site near the residence at 16851 Palamino Pl.	54.5	44.7	54.7
L3	Located north of the site near the residence at 16961 Tava Ln.	53.6	43.6	53.9
L4	Located north of the site near the Woodcrest Montessori at 16191 Washington St.	63.4	54.9	64.5

Source: *Woodcrest Retail Center Noise and Vibration Analysis* (Urban Crossroads, Inc.) September 17, 2025.
*Energy (logarithmic) average levels. The long-term 24-hour measurement worksheets are included at EIR Appendix Project Noise Impact Analysis, Appendix 5.2. "Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

4.6.3 EXISTING POLICIES AND REGULATIONS

To limit population exposure to physically and/or psychologically damaging, as well as intrusive noise levels, the federal government, the State of California, various county governments, and most municipalities in the state have established standards and ordinances to control noise. In most areas, automobile and truck traffic is the major source of environmental noise. Traffic activity generally produces an average sound level that remains fairly constant with time. Air and rail traffic, and commercial and industrial activities are also major sources of noise in some areas. Federal, state, and local agencies regulate different aspects of environmental noise. Federal and state agencies generally set noise standards for mobile sources such as aircraft and motor vehicles, while regulation of stationary sources is left to local agencies.

4.6.3.1 State of California

Noise Requirements

The State of California regulates freeway noise, sets standards for sound transmission, provides occupational noise control criteria, identifies noise standards and provides noise/land use compatibility guidance. State law requires that each county and city adopt a General Plan that includes a Noise Element which is to be prepared according to guidelines adopted by the Governor's Office of Planning and Research. The purpose of

the Noise Element is to "limit the exposure of the community to excessive noise levels." In addition, the California Environmental Quality Act (CEQA) requires that all known environmental effects of a project be analyzed, including environmental noise impacts.

California Green Building Standards Code

California's Green Building Standards Code (CalGreen) contains mandatory measures for non-residential building construction in Section 5.506 on Environmental Comfort. These noise standards are applied to new construction in California for the purpose of controlling interior noise levels resulting from exterior noise sources. The regulations specify that acoustical studies must be prepared when non-residential structures are developed in areas where the exterior noise levels exceed 65 dBA CNEL, such as within a noise contour of an airport, freeway, railroad, and other areas where noise contours are not readily available. If the development falls within an airport or freeway 65 dBA CNEL noise contour, the combined sound transmission class (STC) rating of the wall and roof-ceiling assemblies must be at least 50. For those developments in areas where noise contours are not readily available and the noise level exceeds 65 dBA Leq for any hour of operation, a wall and roof-ceiling combined STC rating of 45, and exterior windows with a minimum STC rating of 40 are required (Section 5.507.4.1).

4.6.3.2 Riverside County General Plan Noise Policies

The County has adopted a Noise Element of the General Plan to control and abate environmental noise, and to protect citizens from excessive exposure to noise. The Noise Element specifies the maximum allowable exterior noise levels for new developments impacted by transportation noise sources such as arterial roads, freeways, airports, and railroads. In addition, the Noise Element identifies several policies to minimize the impacts of excessive noise levels throughout the community and establishes noise level requirements for all land uses. To protect residents from excessive noise, the Noise Element contains the following policies relevant to the Project and the analysis presented here:

> *N 1.1 Protect noise-sensitive land uses from high levels of noise by restricting noise-producing land uses from these areas. If the noise-producing land use cannot be*

relocated, then noise buffers such as setbacks, landscaping, or block walls shall be used.

N 1.3 Consider the following uses noise-sensitive and discourage these uses in areas in excess of 65 CNEL:

- *Schools*
- *Hospitals*
- *Rest Homes*
- *Long Term Care Facilities*
- *Mental Care Facilities*
- *Residential Uses*
- *Libraries*
- *Passive Recreation Uses*
- *Places of Worship*

N 1.5 Prevent and mitigate the adverse impacts of excessive noise exposure on the residents, employees, visitors, and noise-sensitive uses of Riverside County.

N 4.1 Prohibit facility-related noise, received by any sensitive use, from exceeding the following worst-case noise levels:

a. 45 dBA 9-minute L_{eq} between 10:00 p.m. and 7:00 a.m.;

b. 65 dBA 9-minute Leq between 7:00 a.m. and 10:00 p.m.

N 13.1 Minimize the impacts of construction noise on adjacent uses within acceptable standards.

N 13.2 Ensure that construction activities are regulated to establish hours of operation in order to prevent and/or mitigate the generation of excessive or adverse impacts on surrounding areas.

N 13.3 Condition subdivision approval adjacent to developed/occupied noise-sensitive land uses (see policy N 1.3) by requiring the developer to submit a construction-related

noise mitigation plan to the [County] for review and approval prior to issuance of a grading permit. The plan must depict the location of construction equipment and how the noise from this equipment will be mitigated during construction of this project, through the use of such methods as:

i. Temporary noise attenuation fences;

ii. Preferential location and equipment; and

iii. Use of current noise suppression technology and equipment.

N 14.1 Enforce the California Building Standards that sets standards for building construction to mitigate interior noise levels to the tolerable 45 CNEL limit. These standards are utilized in conjunction with the Uniform Building Code by the County's Building Department to ensure that noise protection is provided to the public. Some design features may include extra-dense insulation, double-paned windows, and dense construction materials.

N 16.3 Prohibit exposure of residential dwellings to perceptible ground vibration from passing trains as perceived at the ground or second floor. Perceptible motion shall be presumed to be a motion velocity of 0.01 inches/second over a range of 1 to 100 Hz.

To ensure noise-sensitive land uses are protected from high levels of noise (Policy N 1.1), Table N-1 of the Noise Element identifies guidelines for evaluating proposed developments based on exterior and interior noise level limits for land uses and requires a noise analysis to determine necessary mitigation measures, if needed. The Noise Element identifies residential use as a noise-sensitive land use (Policy N 1.3) and discourages new development in areas with transportation-related levels of 65 dBA CNEL or greater existing ambient noise levels. To prevent and mitigate noise impacts for its residents (Policy N 1.5), the County requires exterior noise attenuation measures for sensitive land use exposed to transportation related noise levels higher than 65 dBA CNEL. In addition, the County has adopted an interior noise level limit of 45 dBA CNEL (Policy N 14.1).

Noise Element Policy N 4.1 establishes a stationary-source exterior noise limit (65 dBA L_{eq}) not to be exceeded for a cumulative period of more than ten minutes in any hour of for daytime hours of 7:00 a.m. to 10:00 p.m. This limit is reduced to 45 dBA L_{eq} during the noise-sensitive nighttime hours of 10:00 p.m. to 7:00 a.m. To prevent high levels of construction noise from impacting noise-sensitive land uses, Policies N 13.1 through 13.3 identify construction noise mitigation requirements for new development located near noise-sensitive land uses.

4.6.3.3 Stationary-Source Noise Standards

The County has set stationary-source hourly average L_{eq} exterior noise limits to control noise associated with the land use development proposals. General Plan Noise Element Policy N 4.1 sets a stationary-source average L_{eq} exterior noise limit not to be exceeded for a cumulative period of more than ten minutes in any hour of 65 dBA L_{eq} for daytime hours of 7:00 a.m. to 10:00 p.m., and 45 dBA L_{eq} during the noise-sensitive nighttime hours of 10:00 p.m. to 7:00 a.m. The County of Riverside County Code Section 9.52.040 *General sound level standards* (included at EIR Appendix G, Project Noise Impact Analysis, Appendix 3.1) summarizing Ordinance No. 847 *Regulating Noise* identify lower, more restrictive exterior noise level standards, which for the purpose of this report, are used to evaluate potential Project-related operational noise level limits instead of the higher General Plan exterior noise level standards previously identified. Noise/vibration level thresholds employed in this analysis are summarized herein at subsequent Table 4.6-3 *Noise/Vibration Impact Thresholds Summary.* The County of Riverside County Code (Ordinance No. 847) identifies residential exterior noise level limits of 55 dBA L_{eq} during the daytime hours of 7:00 a.m. to 10:00 p.m., and 45 dBA L_{eq} during the noise-sensitive nighttime hours of 10:00 p.m. to 7:00 a.m., commercial exterior noise level limits of 65 dBA L_{eq} during the daytime hours, and 55 dBA L_{eq} during the noise-sensitive nighttime hours, and public facility exterior noise level limits of 65 dBA L_{eq} during the daytime hours, and 45 dBA L_{eq} during the noise-sensitive nighttime hours.

4.6.3.4 Construction-Source Noise Standards

Riverside County has not established explicit quantitative (decibel-based) limits for construction noise. Instead, the County regulates construction noise primarily through restrictions on permitted hours of activity, with construction generally allowed only between 6:00 a.m. and 6:00 p.m. during summer months and 7:00 a.m. to 6:00 p.m. during other months. This policy acknowledges that construction is a routine aspect of development and seeks to avoid construction noise impacts during noise-sensitive evening and nighttime periods by limiting work to daytime hours.

Within a CEQA context, Riverside County Ordinance No. 847, Section 2i (Code Section 9.52.020[I]), noise from private construction activities within one-quarter mile of an inhabited dwelling is exempt from county noise restrictions subject to the following:

1. Construction does not occur between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September; and
2. Construction does not occur between the hours of 6:00 p.m. and 7:00 a.m. during the months of October through May.

Neither the Riverside County General Plan nor the County Code prescribes explicit quantitative maximum noise level standards for construction sources applicable to CEQA impact analysis; instead, local regulation addresses construction noise primarily through limitations on permissible hours of activity.

Given the absence of numeric County thresholds, the EIR noise analysis employs an 85 dBA Leq threshold, derived from the National Institute for Occupational Safety and Health (NIOSH) Criteria for Recommended Standard: Occupational Noise Exposure. NIOSH identifies exposure limits based on time: starting at 85 dBA for more than eight hours a day, with the allowable exposure time halved for every 3 dBA increase (e.g., 88 dBA for more than four hours, 92 dBA for more than one hour, 96 dBA for more than 30 minutes, and up to 100 dBA for more than 15 minutes per day).

Caltrans guidance, often referenced in CEQA documents, suggests a nighttime maximum of 86 dBA Lmax at 50 feet for construction activities occurring between 9:00 p.m. and 6:00 a.m. This standard most commonly applies to nighttime work and certain high-impact equipment, and is not generally considered an appropriate threshold for daytime construction activity or for assessing impacts at the property line of sensitive receptors.

The Federal Transit Administration's (FTA) Transit Noise and Vibration Impact Assessment Manual recommends that, for construction noise analysis under CEQA, local ordinances are generally not useful for impact assessment because they focus on hours and nuisance rather than maximum exposure levels. The FTA provides well-documented construction noise assessment criteria reflecting community response and health protection, including a daytime residential exterior threshold of 80 dBA Leq(8hr) and a nighttime threshold of 70 dBA Leq(8hr). For projects with long-term construction near sensitive receptors, use of these FTA thresholds represents a reasonable CEQA criterion, accounting for typical ambient conditions, duration of exposure, and receptor land use sensitivity. Therefore, this analysis applies the FTA's recommended thresholds—80 dBA Leq(8hr) for daytime and 70 dBA Leq(8hr) for nighttime—to determine whether the Project would result in a potentially significant temporary construction noise impact at noise-sensitive residential receivers.

4.6.3.5 Construction Vibration Standards

The Project does not include any operational features expected to generate substantial ground-borne vibration following construction. However, Project construction activities may generate temporary and intermittent ground-borne vibration that could affect nearby land uses.

The type and degree of ground-borne vibration generated by construction depend on several factors, including the equipment used, proximity to existing structures, and subsurface conditions. While activities such as pile driving and blasting typically produce the highest vibration levels, other common construction equipment—such as air compressors, light trucks, and loaders—generates minimal vibration.

Riverside County does not establish quantitative standards for construction-related ground-borne vibration. Therefore, for this CEQA analysis, the Caltrans Transportation and Construction Vibration Guidance Manual Table 19[3] are applied as screening criteria to evaluate the potential for temporary construction-related vibration impacts.

The nearest noise-sensitive structures adjacent to the Project site are classified as "older residential structures," for which the Caltrans guidance identifies a maximum acceptable threshold of 0.3 inches per second peak particle velocity (PPV) for continuous or frequent intermittent sources. Application of this threshold ensures conservative assessment of construction vibration impacts consistent with CEQA standards and current best practices.

4.6.3.6 Sensitive Receptors

The Project Noise Impact Analysis identified sensitive receptors that could be potentially affected by Project-source noise. Sensitive receivers are defined as locations where people reside or where the presence of unwanted sound could otherwise adversely affect the use of the land. Noise-sensitive land uses comprise schools, hospitals, single-family dwellings, mobile home parks, churches, libraries, and recreation areas. Potentially affected sensitive receptors are described at Table 4.6-2 and illustrated at Figure 4.6-3. Other sensitive land uses in the Project study area that are located at greater distances than those identified in the noise study will experience lower noise levels due to the additional attenuation from distance and the shielding of intervening structures.

[3] See: *Caltrans Transportation and Construction Vibration Guidance Manual* : https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tcvgm-apr2020-a11y.pdf

Table 4.6-2
Potentially Affected Sensitive Receptors

Location	Description
R1	Location R1 represents the existing building at 16200 Washington Street, approximately 132 feet east of the Project site. Receptor R1 is placed at the facade facing the Project site. A 24-hour noise measurement was taken near this location, L1, to describe the existing ambient noise environment.
R2	Location R2 represents the existing residence at 16851 Palamino Place, approximately 89 feet west of the Project site. Receptor R2 is placed at the façade facing the Project site. A 24-hour noise measurement was taken near this location, L2, to describe the existing ambient noise environment.
R3	Location R3 represents the existing residence at 16961 Tava Lane, approximately 130 feet north of the Project site. Receptor R3 is placed at the façade facing the Project site. A 24-hour noise measurement was taken near this location, L3, to describe the existing ambient noise environment.
R4	Location R4 represents the Woodcrest Montessori Education Center at 16191 Washington Street, approximately 7 feet north of the Project site. A 24-hour noise measurement was taken near this location, L4, to describe the existing ambient noise environment.

Source: *Woodcrest Retail Center Noise and Vibration Analysis* (Urban Crossroads, Inc.) September 17, 2025.
Notes: Cited distances are measured in a straight line from the Project boundary to each receiver location.



LEGEND:

Site Boundary | Receiver Locations | Distance from receiver to Project site boundary (in feet)

N

NOT TO SCALE

Source: Urban Crossroads, Inc.; Applied Planning, Inc.

Figure 4.6-3
Receiver Locations

4.6.4 STANDARDS OF SIGNIFICANCE

Potential noise impacts considered in this Section are consistent with those identified in Woodcrest Retail Center Project Initial Study, June 2025; County of Riverside, Environmental Assessment Form: Initial Study. The EIR Initial Study in its entirety is presented at EIR Appendix A.

As established through the EIR Initial Study process, the Project could result in potentially significant impacts under the following topics, considered in detail within this Section:

- *Potential generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan, noise ordinance, or applicable standards of other agencies.*

- *Potential generation of excessive groundborne vibration or groundborne noise levels.*

Impacts determined previously determined not to be potentially significant through the EIR Initial Study process include the following:

- *For a project located within an airport land use plan, or where such 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?*

- *For a Project within the vicinity of a private airstrip, would the Project expose people residing or working in the Project area to excessive noise levels?*

These potential impacts are not further substantively addressed within this Section. See also EIR Appendix A, Initial Study and EIR Table 1.7-1, Summary of Impacts Determined Not to be Potentially Significant.

In evaluating the above CEQA concerns, the discussion of potential noise impacts (subsequent Section 4.6.5) is organized to reflect categories or types of noise sources, including construction-source noise; vehicular-source noise; operational/area-source noise; vibration; and exposure to airport/aircraft noise.

Project-related increases in noise consider the magnitude of increase, existing baseline ambient noise, and receptor locations to determine significance. There is no absolute increase that automatically constitutes a significant impact, reflecting variability in individual sensitivity to noise and experience. Significance is typically determined by comparing new noise levels to the ambient environment—greater increases above baseline tend to be less acceptable.

Impacts at Noise Sensitive Receivers

The Federal Interagency Committee on Noise (FICON) criteria are used to assess substantial increases at sensitive locations, even though originally developed for aircraft noise. FICON guidance establishes thresholds based on how noise level increases relate to annoyance:

- In quiet environments (baseline < 60 dBA), a project-related increase of 5 dBA or more is considered significant.

- Where baseline noise is 60–65 dBA, increases of 3 dBA or more are considered significant.

- When baseline exceeds 65 dBA, increases of 1.5 dBA or greater are considered significant if they exceed land use noise criteria.

- The thresholds decrease as baseline levels increase, reducing tolerance for further increases in already noisy areas.

These guidelines are supported by FTA, FHWA, and Caltrans as standard for evaluating cumulative or permanent noise exposure impacts.

Impacts at Non-Noise Sensitive Receivers

For non-sensitive uses (such as industrial/warehouse land), the County of Riverside General Plan Noise Element, Table N-1, sets "normally acceptable" exterior noise criteria at 75 dBA CNEL. Increases of 3 dBA or more above this baseline are considered significant if the land use compatibility threshold is already exceeded. This approach is generally consistent with FICON criteria but is anchored in local planning guidance.

Construction Noise

Construction activities may produce substantial temporary increases, and CEQA significance thresholds account for both magnitude and context. Jurisdictions in California (including the cities and counties of Los Angeles, San Diego, and San Francisco) set daytime construction noise limits between 75–80 dBA Leq, typically allowing higher noise during daytime hours due to their transitory nature. The City of Los Angeles has refined its thresholds, applying a 5 dBA increase limit above ambient for nighttime construction, but allowing greater increases during daytime due to the temporary nature of construction activity. For this analysis, increases above 20 dBA Leq (daytime) or 5 dBA Leq (nighttime) over ambient are deemed significant.

Vibration

Vibration impacts, including those from construction activities, are evaluated following Caltrans guidance. A peak particle velocity (PPV) of 0.3 inches per second is set as the maximum acceptable continuous vibration level for the existing nearby residential buildings, reflecting the potential for damage or nuisance.

Noise/vibration levels thresholds applicable to the Project are summarized at Table 4.6-3. Project noise/vibration impacts would be considered potentially significant if the applicable noise/vibration impact threshold is exceeded.

Table 4.6-3
Noise/Vibration Impact Thresholds Summary

Analysis Scenario	Receiving Land Use	Condition(s)	Significance Threshold	
			Daytime	Nighttime
Off-Site Traffic	Noise-Sensitive	If ambient is < 60 dBA CNEL	≥ 5 dBA CNEL Project increase	
		If ambient is 60 - 65 dBA CNEL	≥ 3 dBA CNEL Project increase	
	Non-Noise-Sensitive	If ambient is > 65 dBA CNEL	≥ 1.5 dBA CNEL Project increase	
		If ambient is > 75 dBA CNEL	≥ 3 dBA CNEL Project increase	
Operational	Noise-Sensitive	Residential Exterior Noise Level	65 dBA Leq	60 dBA Leq
		If ambient is < 60 dBA Leq	≥ 5 dBA Leq Project increase	
		If ambient is 60 - 65 dBA Leq	≥ 3 dBA Leq Project increase	
		If ambient is > 65 dBA Leq	≥ 1.5 dBA Leq Project increase	
Construction	Noise-Sensitive	Exterior Noise Level Threshold	80 dBA L_{eq}	70 dBA L_{eq}
		Exterior Noise Level Increase	20 dBA L_{eq}	5 dBA L_{eq}
		Vibration Level Threshold	0.3 PPV (in/sec)	

Source: *Woodcrest Retail Center Noise and Vibration Analysis* (Urban Crossroads, Inc.) September 17, 2025.

4.6.5 POTENTIAL IMPACTS AND MITIGATION MEASURES

4.6.5.1 Impact Statements

Following is an analysis of potential noise impacts that are expected to occur as a result of the Project. Noise levels will change both on-site and off-site if the Project is approved and implemented. The discussion of potential noise impacts is organized to reflect categories or types of noise sources, including:

- Construction-Source Noise;
- Operational/Area-Source Noise;
- Vehicular-Source Noise; and
- Vibration.

For each topical discussion, potential impacts are evaluated under applicable criteria established above at Section 4.6.4, *Standards of Significance*.

Project Noise Barrier

A Project Noise Barrier is incorporated in the Project per Project Description Section 3.4.15.3 *Noise Project Design Features*. For ease of reference, the Project Noise Barrier requirements are restated below. The analysis presented here reflects the required noise barrier attenuation performance standards.

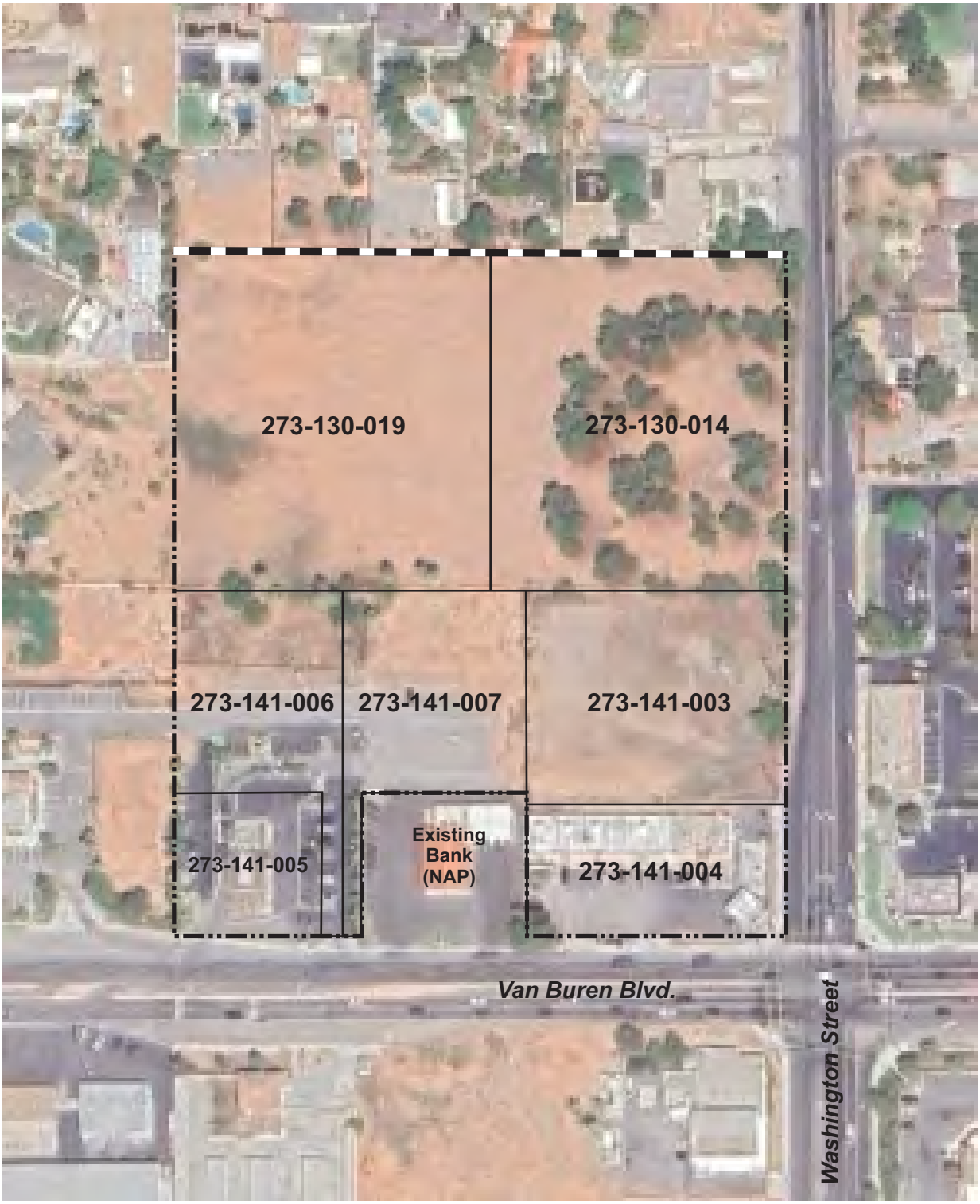
To minimize effects of Project noise received at adjacent properties, an 8-foot high block wall/noise barrier shall be constructed along the Project site north property line as shown at Figure 4.6-4. This wall shall be constructed as early as practical and shall, at a minimum, achieve noise attenuation performance standards detailed in the DEIR Noise and Vibration Analysis (DEIR Appendix G).[4]

Typical noise barrier construction specifications would include:

- Material: Precast concrete panels or masonry block (CMU) with absorptive treatments (such as sound-absorptive panels).
- Thickness: Barrier wall 8 to 12 inches thick, providing adequate mass for sound attenuation.
- Foundation: Barriers are set in concrete footings, with depth and width engineered per local soil conditions, seismic requirements.
- Surface Treatment: Textured or patterned surfaces to minimize graffiti and improve aesthetics.

Final design, location, and configuration of this wall shall be reviewed and approved by the County prior to the issuance of grading permits or as otherwise specified in the Project Conditions of Approval.

4 See: *Woodcrest Retail Center Noise and Vibration Analysis* (Urban Crossroads, Inc.) September 17, 2025.



Source: Urban Crossroads, Inc.; Applied Planning, Inc.

Figure 4.6-4
Noise Barrier Location

CONSTRUCTION-SOURCE NOISE

Potential Impact: *Potential generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan, noise ordinance, or applicable standards of other agencies.*

Impact Analysis: Noise generated by the Project construction equipment will include a combination of trucks, power tools, concrete mixers, and portable generators that, when combined, can reach high levels. Construction is expected to occur in the following stages:

- Demolition;
- Site Preparation;
- Grading;
- Building Construction;
- Architectural Coating; and
- Paving.

The Project construction-source noise analysis was prepared using reference noise level measurements to describe representative construction activity noise levels for each stage of Project construction. Please refer to Noise Impact Analysis Section 10.2, *Construction Reference Noise Levels*, Table 10-1 for a listing of reference noise levels employed in the evaluation of construction-source noise. For analytic purposes, it is assumed that the entire Project site would be disturbed during some stage of Project construction.[5]

Construction projects progress through multiple phases, with activities and associated noise sources shifting across various areas of the site as work advances. For instance, site preparation and grading may result in brief, localized high-noise activity to address specific obstructions, while the majority of grading typically involves equipment moving

[5] It is also acknowledged that Project construction activities would, at some point, affect adjacent rights-of-way. Received noise levels from these activities would not exceed the likely maximum impact condition addressed in the Project noise impact analysis, which considers noise impacts affecting sensitive receptors abutting the Project site to the north and west.

in repeatable patterns over broader site areas. Building construction and foundation work usually remain focused near the structure's footprint, whereas paving operations follow a consistent route throughout the site.

Due to these changing locations and equipment movement patterns, construction activities are appropriately characterized as multiple moving point sources of noise within the active work area. Equipment operating speeds and power levels fluctuate, with machinery frequently altering position relative to sensitive receptors. For this analysis, reference construction equipment noise levels and the CadnaA noise prediction model[6] were used to estimate construction noise at nearby sensitive receivers for each construction phase.

To reflect the inherently dynamic nature of construction activity, the CadnaA modeling treats noise sources as moving point sources (representing either individual equipment or construction crews) operating within defined construction limits. This approach provides a more accurate assessment of potential noise impacts than static or single-point source assumptions, consistent with industry-standard best practices for EIR noise analyses. Please refer also to Noise Impact Analysis Appendix 10.1 for detailed calculations of the Project construction-source noise levels.

Based on construction equipment reference noise levels and distance to the Project site, noise levels at the potentially affected sensitive receptor locations identified previously at Section 4.6.3.6 have been developed, and are summarized at Table 4.6-4.

[6] The CadnaA noise prediction model is advanced software used to calculate, assess, present, and predict environmental noise from sources such as construction sites, roads, railways, industrial facilities, airports, and even entire urban areas. It utilizes digital modeling to simulate noise propagation based on detailed input parameters—including equipment type, operation patterns, and site geometry—to accurately estimate noise levels at surrounding sensitive locations. CadnaA is widely recognized as an industry-standard tool for environmental noise impact assessment in regulatory and planning contexts.

Table 4.6-4
Received Construction-Source Noise Levels

Receiver Location	Construction Noise Levels (dBA Leq)							
	Demolition	Site Preparation	Grading	Building Construction	Paving	Linear, Utilities	Architectural Coating	Highest Levels[2]
R1	64.4	61.6	60.9	58.7	55.4	57.2	53.8	64.4
R2	71.3	68.5	67.8	65.6	62.3	64.1	60.7	71.3
R3	64.0	61.2	60.5	58.3	55.0	56.8	53.4	64.0
R4	69.3	66.5	65.8	63.6	60.3	62.1	58.7	69.3
Significance Threshold								80 dBA L_{eq}

Source: *Woodcrest Retail Center Noise and Vibration Analysis* (Urban Crossroads, Inc.) September 17, 2025.
Notes: Construction noise level calculations based on distance from the construction activity, which is measured from the Project site boundary to the nearest receiver locations. CadnaA construction noise model inputs are included at Noise Impact Analysis, Appendix 10.1.

As indicated at Table 4.6-4, Project construction-source noise levels received at potentially affected receptors would not exceed the applicable daytime significance threshold of 80 dBA L_{eq},[7] and therefore would not exceed applicable regulatory standards. Please refer to the construction thresholds presented at Table 4.6-3.

Based on the preceding, the potential for Project construction activities to result in noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies would be less than significant.

Construction-source noise is generally considered temporary and intermittent because it occurs only during discrete phases and periods of construction activity, unlike ongoing noise sources that result in continuous or permanent increases in ambient noise. The FTA 80 dBA Leq (8-hour) threshold is designed to minimize significant community annoyance, and noise levels below this standard are not expected to cause unreasonable disruption or pose a health risk to most individuals—particularly since residents can reduce their exposure by closing windows or choosing alternate locations during periods of peak construction noise. Compliance with the FTA 80 dBA Leq threshold thus serves as substantial evidence that construction activities would not lead to a substantial increase in ambient noise conditions (Transit Noise and Vibration Impact Assessment Manual, FTA Report No. 0123).

[7] The Project does not propose or require construction activities during nighttime hours or during time periods other than those permitted under County Ordinance No. 847.

Based on the preceding, the potential for Project construction activities to result in a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project would be less than significant.

Level of Significance: Less-Than-Significant.

OPERATIONAL/AREA-SOURCE NOISE

Potential Impact: *Project operational noise could result in 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.*

Impact Analysis: The operational noise analysis describes and evaluates noise level impacts associated with the expected typical of daytime and nighttime activities at the Project site. The on-site Project-related noise sources are expected to include: loading dock activity, truck movements, trash enclosure activity, roof-top air conditioning units, drive-thru speakerphone, parking lot vehicle movements, and gas station activity.

To estimate the Project operational/area-source noise impacts, reference noise level measurements were collected from similar types of activities to represent the noise levels expected with the development of the proposed Project. Please refer to Noise Impact Analysis Section 9.2 *Reference Noise Level*s, Table 9-1, for a listing of reference noise levels employed in the evaluation of operational/area-source noise. Noise Impact Analysis Section 9.2.1 *Measurement Procedures* details measurement methodologies and protocols for each noise source.

It is important to note that the following projected noise levels assume the likely-maximum noise environment with all noise sources operating simultaneously. These noise levels will more likely vary throughout the day. It is further noted that the Project would be required to comply with all Riverside County Code noise ordinances and regulations addressing operational area-source noise. Project operational/area-source noise is not subject to noise standards of other agencies.

Using the reference noise levels, it is possible to estimate the operational source noise levels generated at the Project site and the Project-related noise level increases that would be experienced at each of the sensitive receiver locations. Please refer also to Noise Impact Analysis Appendix 9.1 for detailed calculations of the Project operational/area-source noise levels.

Table 4.6-5 summarizes Project operational-source noise levels that would be received at area receptors, and at 200 feet from the Project boundary. As indicated, the received operational-source noise levels would comply with the County 55 dBA Leq daytime and 45 dBA Leq nighttime exterior noise level standards at all the nearest receiver locations. Please refer to the operational thresholds presented at Table 4.6-3.

Table 4.6-5
Received Project Operational/Area Source Noise

Receiver Location	Received Noise Levels (dBA Leq)		Noise Level Standards (dBA Leq)		Noise Level Standards Exceeded?	
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
R1	45.7	42.8	55	45	No	No
R2	46.9	43.6	55	45	No	No
R3	48.1	44.6	55	45	No	No
R4	47.4	44.0	55	45	No	No

Source: *Woodcrest Retail Center Noise and Vibration Analysis* (Urban Crossroads, Inc.) September 17, 2025.

Based on the preceding the potential for the Project operational noise to result in a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies would be less than significant.

The Noise Impact Analysis also evaluated the potential for Project operational/area-source noise to result in a substantial permanent increase in ambient noise conditions. This portion of the analysis focuses on the change in ambient conditions rather than compliance with absolute standards established in the local general plan or noise ordinance. To this end, the Noise Impact Analysis compared pre-and post-Project ambient noise conditions under daytime and nighttime, as summarized at Tables 4.6-6 and 4.6-7, respectively. As indicated, under no circumstances would the Project result in

a potentially significant increase in ambient noise conditions. Please refer to the operational thresholds presented at Table 4.6-3.

Table 4.6-6
Daytime Project Operational Noise Increases

Receiver Location	Total Project Operational Noise Level	Measurement Location	Reference Ambient Noise Levels	Combined Project and Ambient	Project Increase	Increase Criteria	Increase Criteria Exceeded?
R1	45.7	L1	58.5	58.7	0.2	5.0	No
R2	46.9	L2	54.5	55.2	0.7	5.0	No
R3	48.1	L3	53.6	54.7	1.1	5.0	No
R4	47.4	L4	63.4	63.5	0.1	3.0	No

Source: *Woodcrest Retail Center Noise and Vibration Analysis* (Urban Crossroads, Inc.) September 17, 2025.

Table 4.6-7
Nighttime Project Operational Noise Increases

Receiver Location	Total Project Operational Noise Level	Measurement Location	Reference Ambient Noise Levels	Combined Project and Ambient	Project Increase	Increase Criteria	Increase Criteria Exceeded?
R1	42.8	L1	50.8	51.4	0.6	5.0	No
R2	43.6	L2	44.7	47.2	2.5	5.0	No
R3	44.6	L3	43.6	47.2	3.6	5.0	No
R4	44.0	L4	54.9	55.2	0.3	5.0	No

Source: *Woodcrest Retail Center Noise and Vibration Analysis* (Urban Crossroads, Inc.) September 17, 2025.

Based on the preceding, the potential for Project operational noise to result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project would be less than significant.

Level of Significance: Less-Than-Significant.

VEHICULAR-SOURCE NOISE

Potential Impact: *Project vehicular-source noise could result in exposure of persons to, or generation of, noise levels in excess of applicable standards.*

Impact Analysis: To assess impacts resulting from off-site Project-related vehicular-source noise, the Noise Impact Analysis developed noise contours based on roadway average daily trip (ADT) estimates, and trip generation and distribution as presented in *Woodcrest Retail Center Traffic Analysis* (Project TA, Draft EIR Appendix C). The Project TA reflects and analyzes traffic generated under assumed maximum buildout conditions for the Project. Noise contours were developed for the following traffic scenarios:

- Existing Without / With Project: This scenario refers to the existing present-day noise conditions, without and with the proposed Project.

- Opening Year 2027 Without / With Project: This scenario refers to the background noise conditions at future Year 2027 without and with the proposed Project. This scenario corresponds to 2027 conditions, and includes all cumulative projects identified in the Traffic Analysis.

- Horizon Year (HY) Without / With Project: This scenario refers to the background noise conditions at future Year 2045 without and with the proposed Project. This scenario corresponds to 2045 conditions, and includes all cumulative projects identified in the Traffic Analysis.

Noise Impact Analysis Tables 7-1 through 7-6 present the noise contours developed for the above scenarios for all Study Area roadways. Please refer to EIR Appendix G.

Based on the noise contours, Tables 4.6-8, 4.6-9, and 4.6-10 present a comparison of noise conditions along Study Area roadways without and with development realized pursuant to the Project under the above-described scenarios. Threshold incremental noise limits are also identified. Please refer to the off-site traffic thresholds presented in Table 4.6-3.

Table 4.6-8
Existing Conditions
Traffic Noise Impacts Without and With Project

ID	Road	Segment	Receiving Land Use	CNEL at Adjacent Land Use (dBA)			Incremental Noise Level Increase Threshold	
				No Project	With Project	Project Addition	Limit	Exceeded?
1	Van Buren Bl.	n/o Mockingbird Cyn. Rd.	Sensitive	74.6	74.6	0.0	1.5	No
2	Mockingbird Cyn. Rd.	w/o Van Buren Blvd.	Sensitive	68.1	68.2	0.1	1.5	No
3	Washington St.	n/o Van Buren Blvd.	Sensitive	72.3	72.7	0.4	1.5	No
4	Washington St.	s/o Van Buren Blvd.	Sensitive	69.8	69.9	0.1	1.5	No
5	Trautwein Rd.	n/o Van Buren Blvd.	Sensitive	73.2	73.2	0.0	1.5	No
6	Trautwein Rd.	s/o Van Buren Blvd.	Sensitive	70.6	70.7	0.1	1.5	No
7	Van Buren Bl.	s/o Mockingbird Cyn. Rd.	Sensitive	73.5	73.6	0.1	1.5	No
8	Van Buren Bl.	w/o King Av.	Sensitive	73.9	74.0	0.1	1.5	No
9	Van Buren Bl.	w/o Washington St.	Non-Sensitive	73.9	74.0	0.1	3.0	No
10	Van Buren Bl.	e/o Washington St.	Non-Sensitive	74.6	74.8	0.2	3.0	No
11	Van Buren Bl.	w/o Porter Av.	Sensitive	74.6	74.8	0.2	1.5	No
12	Van Buren Bl.	e/o Porter Av.	Sensitive	74.6	74.7	0.1	1.5	No
13	Van Buren Bl.	w/o Dauchy Av.	Sensitive	74.6	74.7	0.1	1.5	No
14	Van Buren Bl.	w/o Wood Rd.	Non-Sensitive	74.3	74.4	0.1	3.0	No
15	Van Buren Bl.	w/o Trautwein Rd.	Sensitive	73.8	73.9	0.1	1.5	No
16	Van Buren Bl.	e/o Trautwein Rd.	Sensitive	74.5	74.6	0.1	1.5	No

Source: *Woodcrest Retail Center Noise and Vibration Analysis* (Urban Crossroads, Inc.) September 17, 2025.

As shown above, under Existing Conditions, Project traffic would not cause or result in increased noise levels that would exceed the 65 dBA CNEL threshold condition; nor would Project traffic cause or result in increased noise levels of greater than 1.5 dBA CNEL when the without-Project condition already exceeds 65 dBA CNEL.

Table 4.6-9
Opening Year (2027) Conditions
Traffic Noise Impacts Without and With Project

ID	Road	Segment	Receiving Land Use	CNEL at Adjacent Land Use (dBA)			Incremental Noise Level Increase Threshold	
				No Project	With Project	Project Addition	Limit	Exceeded?
1	Van Buren Bl.	n/o Mockingbird Cyn. Rd.	Sensitive	75.3	75.3	0.0	1.5	No
2	Mockingbird Cyn. Rd.	w/o Van Buren Blvd.	Sensitive	68.5	68.6	0.1	1.5	No
3	Washington St.	n/o Van Buren Blvd.	Sensitive	72.7	73.1	0.4	1.5	No
4	Washington St.	s/o Van Buren Blvd.	Sensitive	70.8	70.9	0.1	1.5	No
5	Trautwein Rd.	n/o Van Buren Blvd.	Sensitive	73.6	73.7	0.1	1.5	No
6	Trautwein Rd.	s/o Van Buren Blvd.	Sensitive	71.1	71.2	0.1	1.5	No
7	Van Buren Bl.	s/o Mockingbird Cyn. Rd.	Sensitive	74.3	74.4	0.1	1.5	No
8	Van Buren Bl.	w/o King Av.	Sensitive	74.6	74.7	0.1	1.5	No
9	Van Buren Bl.	w/o Washington St.	Non-Sensitive	74.7	74.8	0.1	3.0	No
10	Van Buren Bl.	e/o Washington St.	Non-Sensitive	75.6	75.7	0.1	3.0	No
11	Van Buren Bl.	w/o Porter Av.	Sensitive	75.5	75.6	0.1	1.5	No
12	Van Buren Bl.	e/o Porter Av.	Sensitive	75.4	75.5	0.1	1.5	No
13	Van Buren Bl.	w/o Dauchy Av.	Sensitive	75.4	75.5	0.1	1.5	No
14	Van Buren Bl.	w/o Wood Rd.	Non-Sensitive	75.3	75.4	0.1	3.0	No
15	Van Buren Bl.	w/o Trautwein Rd.	Sensitive	74.8	74.9	0.1	1.5	No
16	Van Buren Bl.	e/o Trautwein Rd.	Sensitive	75.1	75.1	0.0	1.5	No

Source: *Woodcrest Retail Center Noise and Vibration Analysis* (Urban Crossroads, Inc.) September 17, 2025.

As shown above, under Opening Year 2027 Conditions, Project traffic would not cause or result in increased noise levels that would exceed the 65 dBA CNEL threshold condition; nor would Project traffic cause or result in increased noise levels of greater than 1.5 dBA CNEL when the without-Project condition already exceeds 65 dBA CNEL.

Table 4.6-10
Horizon Year (2045) Conditions
Traffic Noise Impacts Without and With Project

ID	Road	Segment	Receiving Land Use	CNEL at Adjacent Land Use (dBA)			Incremental Noise Level Increase Threshold	
				No Project	With Project	Project Addition	Limit	Exceeded?
1	Van Buren Bl.	n/o Mockingbird Cyn. Rd.	Sensitive	76.0	76.1	0.1	1.5	No
2	Mockingbird Cyn. Rd.	w/o Van Buren Blvd.	Sensitive	69.2	69.3	0.1	1.5	No
3	Washington St.	n/o Van Buren Blvd.	Sensitive	74.0	74.4	0.4	1.5	No
4	Washington St.	s/o Van Buren Blvd.	Sensitive	72.6	72.7	0.1	1.5	No
5	Trautwein Rd.	n/o Van Buren Blvd.	Sensitive	74.4	74.5	0.1	1.5	No
6	Trautwein Rd.	s/o Van Buren Blvd.	Sensitive	71.3	71.3	0.0	1.5	No
7	Van Buren Bl.	s/o Mockingbird Cyn. Rd.	Sensitive	75.2	75.2	0.0	1.5	No
8	Van Buren Bl.	w/o King Av.	Sensitive	75.0	75.1	0.1	1.5	No
9	Van Buren Bl.	w/o Washington St.	Non-Sensitive	75.1	75.2	0.1	3.0	No
10	Van Buren Bl.	e/o Washington St.	Non-Sensitive	76.3	76.4	0.1	3.0	No
11	Van Buren Bl.	w/o Porter Av.	Sensitive	75.8	76.0	0.2	1.5	No
12	Van Buren Bl.	e/o Porter Av.	Sensitive	75.4	75.6	0.2	1.5	No
13	Van Buren Bl.	w/o Dauchy Av.	Sensitive	75.4	75.6	0.2	1.5	No
14	Van Buren Bl.	w/o Wood Rd.	Non-Sensitive	75.6	75.7	0.1	3.0	No
15	Van Buren Bl.	w/o Trautwein Rd.	Sensitive	75.0	75.0	0.0	1.5	No
16	Van Buren Bl.	e/o Trautwein Rd.	Sensitive	75.5	75.6	0.1	1.5	No

Source: *Woodcrest Retail Center Noise and Vibration Analysis* (Urban Crossroads, Inc.) September 17, 2025.

As shown above, under Horizon Year (2045) Conditions, Project traffic would not cause or result in increased noise levels that would exceed the 65 dBA CNEL threshold condition; nor would Project traffic cause or result in increased noise levels of greater than 1.5 dBA CNEL when the without-Project condition already exceeds 65 dBA CNEL.

Based on the preceding, the potential for Project vehicular-source noise would not result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project.

Level of Significance: Less-Than-Significant.

Potential Impact: *Project vehicular-source noise would result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project.*

Impact Analysis: As discussed previously, Project traffic would not cause or result in increased noise levels that would exceed the 65 dBA CNEL threshold condition; nor would Project traffic cause or result in increased noise levels of greater than 1.5 dBA CNEL when the without-Project condition already exceeds 65 dBA CNEL. As such, vehicular-source noise would not result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project.

Level of Significance: Less-Than-Significant.

VIBRATION

The Project proposes conventional commercial/retail uses and does not propose or require uses that would be substantial sources of long-term operational vibration. However, Project construction activities, primarily heavy equipment/truck operations, could generate groundborne vibration that could affect adjacent sensitive land uses.

Potential Impact: *Project construction activities could result in exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise.*

Construction

Vibration

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures and soil type. It is expected that groundborne vibration from Project construction activities would cause only intermittent, localized intrusion. The proposed Project's construction activities most likely to cause vibration impacts are:

- Heavy Construction Equipment: Although all heavy mobile construction equipment has the potential of causing at least some perceptible vibration while operating close to buildings, the vibration is usually short-term and is not of sufficient magnitude to cause building damage.

- Trucks: Trucks hauling building materials to construction sites can be sources of vibration intrusion if the haul routes pass through residential neighborhoods on streets with bumps or potholes. Repairing the bumps and potholes generally eliminates the problem.

To estimate the Project construction-source vibration impacts, reference vibration level measurements were collected from equipment and operations to represent the vibration levels expected with the development of the Project. Noise Impact Analysis Table 10-5, *Vibration Source Levels for Construction Equipment* lists reference vibration levels for equipment anticipated to be used during Project construction.

Groundborne vibration levels resulting from construction activities occurring within the Project site were estimated by data published by the Federal Transit Administration.[8] Table 4.6-11 presents the expected Project-related vibration levels at potentially affected receiver locations.

Table 4.6-11
Received Construction-Source Vibration Levels

Receiver Location	Distance to Const. Activity (Feet)	Sources and Received Vibration Levels PPV (in/sec)[3]						Threshold PPV (in/sec)	Threshold Exceeded?
		Small Bulldozer	Jackhammer	Loaded Trucks	Large Bulldozer	Vibratory	Maximum Vibration Level		
R1	132'	0.000	0.003	0.006	0.007	0.017	0.017	0.3	No
R2	89'	0.000	0.005	0.011	0.013	0.031	0.031	0.3	No
R3	130'	0.000	0.003	0.006	0.008	0.018	0.018	0.3	No
R4	7'	0.020	0.236	0.513	0.601	1.417	1.417	0.3	**Yes**

Source: *Woodcrest Retail Center Noise and Vibration Analysis* (Urban Crossroads, Inc.) September 17, 2025.

[8] California agencies widely incorporate the FTA methodology in CEQA Environmental Impact Reports and studies, aligning thresholds of significance with FTA and Caltrans standards. This methodology is the industry standard and widely cited in EIRs and CEQA technical studies throughout California.

Based on maximum acceptable continuous vibration threshold of 0.3 PPV (in/sec), received Project construction-source vibration levels would fall below thresholds at all potentially affected receiver locations, with the exception of receiver location R4. On this basis, the potential for the Project to result in exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise is considered potentially significant.

Level of Significance: Potentially Significant.

Mitigation: The Project Noise Impact Analysis demonstrates that implementation of a 20-foot buffer area would preclude potentially significant vibration impacts at receiver location R4 (please refer to subsequent Table 4.6-12). To ensure implementation of the required 20-foot buffer area, the Project shall comply with the following Mitigation Measure.

4.6.1 *Prior to commencement of construction activities, mobilizing any heavy equipment or starting ground disturbance, contractor(s) shall stake and physically demarcate the required 20-foot buffer setback at receiver location R4. All site personnel shall be informed of the buffer restriction through signage and pre-construction meetings.*

- *The buffer area shall restrict the use of large-loaded trucks, mobile equipment exceeding 80,000 pounds, jack hammers, and vibratory rollers. Only small rubber-tired or equivalent alternatives, including approved soil compaction devices, may operate within this buffer during project construction to minimize potential vibration impacts.*

- *Contractor(s) shall continuously maintain the marked buffer throughout Project construction, with regular inspection to ensure effectiveness and compliance. Any breach or disturbance of the buffer by restricted equipment will require immediate corrective action.*

Table 4.6-12 summarizes received vibration level at receiver location R4 with implementation of the required 20-foot buffer area per Mitigation Measure 4.6.1.

Table 4.6-12
Mitigated Received Vibration Levels

Location	Distance to Const. Activity (Feet)	Typical Construction Vibration Levels PPV (in/sec)						Thresholds PPV (in/sec)	Thresholds Exceeded?
		Small bulldozer	Jack-hammer	Loaded Trucks	Large bulldozer	Vibratory Roller	Highest Vibration Level		
R4	20'	0.004	0.049	0.106	0.124	0.293	0.293	0.3	No

Source: *Woodcrest Retail Center Noise and Vibration Analysis* (Urban Crossroads, Inc.) September 17, 2025.

As indicated at Table 4.6-12, with implementation of Mitigation Measure 4.6.1, vibration levels received at receiver location R4 would be reduced to levels that would be less than significant.

Level of Significance After Mitigation: Less-Than-Significant.

4.7 BIOLOGICAL RESOURCES

4.7 BIOLOGICAL RESOURCES

Abstract

Potential biological resources impacts considered in this Section are consistent with those identified in Woodcrest Retail Center Project Initial Study, June 2025; County of Riverside, Environmental Assessment Form: Initial Study. The EIR Initial Study in its entirety is presented at EIR Appendix A.

As established through the EIR Initial Study process, the Project could result in potentially significant impacts under the following topics considered in detail within this Section:

- *Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan.*

- *Have a substantial adverse effect, either directly or through habitat modifications, on any endangered, or threatened species, as listed in Title 14 of the California Code of Regulations (Sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or 17.12).*

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

- *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.*

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

- *Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.*

- *Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.*

As substantiated in the analyses within this Section, the above potential impacts of the Project would be less than significant, or less than significant as mitigated.

4.7.1 INTRODUCTION

Following are discussions of existing biological resources characteristic of the Project site and surrounding areas, with focused consideration on species of special interest known to occur, or that could potentially occur on the Project site. Potential impacts to biological resources are identified, and mitigation of potentially significant impacts is proposed. Information presented in this Section is summarized and excerpted from: *Western Riverside County Multiple Species Habitat Conservation Plan Consistency Analysis Report and Biological Resources Assessment for the Woodcrest Retail Center Project* (Harmsworth Associates) July 2026 (Project MSHCP/BRA) and *Burrowing Owl Survey Report for the Woodcrest Retail Center Project Site* (Harmsworth Associates) February 2026 (BUOW Survey). The Project MSHCP/BRA and BUOW Survey are provided at EIR Appendix H.

4.7.2 SETTING

4.7.2.1 Overview

The Project site comprises undeveloped and developed properties totaling approximately 9.42 acres. The Project site has been substantially disturbed and altered by various development activities, trash disposal, off-road trails, and footpaths. The site is essentially level at an elevation of approximately 1,500 feet above mean sea level (msl) (Project MSHCP/BRA, p. 2).

4.7.2.2 Biologic Setting

The following discussions provide an overview of the existing biologic setting for the Project site, including: climate, Riverside County Multiple Species Habitat Conservation Plan (MSHCP) covered roads presence/absence, MSHCP reserve assembly cell analysis, site vegetation, soils, riparian/riverine areas presence/absence, vernal pools presence/absence, fairy shrimp presence/absence, riparian birds presence/absence, narrow endemic plant species presence/absence, criteria area plant species presence/absence, amphibians presence/absence, and burrowing owl presence/absence.

The information presented below is based on records research and site surveys. All areas of the Project site and site adjacent areas were inspected on foot by the EIR biologist. Site surveys were conducted during February and April of 2025. Please refer also to detailed discussions and graphic representations presented in the Project MSHCP/BRA. The MSHCP in total is available at: https://rctlma.org/western-riverside-county-multiple-species-habitat-conservation-plan-mshcp-1.

Climate

The Project site has a Mediterranean climate, characterized by dry summers, relatively cool winters, and sparse rains. Annual precipitation for the region averages 11.5 inches, and average annual temperature ranges from 48^0 to 78^0 F. Rainfall during the 2024/2025 season was below normal throughout southern California (Project MSHCP/BRA, p. 2).

MSHCP Covered Roads

"MSHCP Covered Roads" are only those roadways that existed or were planned when the MSHCP was adopted. These roads receive incidental take authorization under the Plan, meaning their construction, widening, or maintenance is pre-approved without requiring separate endangered species permits, provided they meet specific conditions. The Project would not affect and is not affected by any MSHCP Covered Roads (Project MSHCP/BRA, p. 3).

MSHCP Reserve Assembly Cell Analysis

In the MSHCP context, Reserve Assembly Cells are the individual mapped grid units (called Criteria Cells) within the MSHCP Criteria Area that are used as the basic planning and accounting units for assembling the MSHCP Conservation Area (the 500,000-acre reserve). The Criteria Area is the portion of western Riverside County from which the 153,000 acres of Additional Reserve Lands (ARL) will be acquired to complete the MSHCP Reserve. The Criteria Area is subdivided into Criteria Cells, which are approximately 160-acre grid squares (roughly a quarter section). Practically, the "MSHCP Reserve Assembly Cells" comprise Criteria Cells within the Criteria Area that function as the building blocks for assembling the ARL and conservation objectives for the overall MSHCP Reserve.

There is no Cell(s) or Cell Group within the Project site, and no part of the Project site is required for conservation or reserve assembly under the MSHCP. The Project site is located outside any lands mapped as "Public-Quasi-Public" (PQP) under the MSHCP (Project MSHCP/BRA, p. 8).

Vegetation

Currently the site contains four vegetation community/land cover types; Wild oats and annual brome grasslands, Pepper tree or Myoporum groves, Fan Palm Grove, and Developed (Project MSHCP/BRA, p. 8). Vegetation types within the Project site are described below and are summarized by acreage at Table 4.7-1.

Table 4.7-1
Project Site Vegetation Communities/Land Cover Types

Vegetation communities/Land Cover Type	Acreage
Wild oats and annual brome grasslands	5.5
Pepper tree or Myoporum groves	1.6
Fan Palm Grove	0.12
Developed	2.8*
Site total	**10.02***

Source: *Western Riverside County Multiple Species Habitat Conservation Plan Consistency Analysis Report and Biological Resources Assessment for the Woodcrest Retail Center Project* (Harmsworth Associates) July 2026.
Notes: * Includes 0.6 acres at the Valley Bank site. The Valley Bank site is not part of the Project.

Wild oats and annual brome grasslands

This vegetation type describes areas dominated by the non-native Eurasian annual grasses, where oat and brome grass are dominant or co-dominant species, often with a large component of non-native ruderal herbs and/or forbs. Emergent trees and shrubs may be present at low cover (Project MSHCP/BRA, p. 9).

At the Project site, the dominant species in this stand included common wild oat ripgut brome, red brome, and wall barley. Other species present included Russian thistle, summer mustard, filaree, and curly dock. A few native herbaceous species, typical of ruderal environments, were also present, including Menzie's fiddleneck. These native herb species, however, were present at very small percentages of cover (less than 1%). A few Peruvian pepper and fan palm trees were present in this area (Project MSHCP/BRA, p. 9).

This area is disked annually and the southeastern portion had very low vegetation cover, with many areas of bare ground. A total of 5.5 acres of the Project site consisted of Wild oats and annual brome grasslands (Project MSHCP/BRA, p. 9).

Pepper tree or Myoporum groves – Forest & Woodland Semi-Natural Alliance

Pepper tree or Myoporum groves are common around buildings, homes and at former agricultural sites throughout Southern California. Pepper and myoporum trees were typically planted as individual trees, groves, or windrows (Project MSHCP/BRA, p. 9).

A grove of Peruvian pepper trees exists in the northeastern portion of the Project site. These trees were planted around some homes pre-1980s. The houses were removed from the site around 2018 but the pepper trees remain. The pepper trees are scattered in this area with an understory of non-native grasses, similar to the adjacent Wild oats and annual brome grasslands. A total of 1.6 acres of Pepper tree or Myoporum groves exist within the Project site (Project MSHCP/BRA, p. 9).

Washingtonia species Woodland Alliance – Fan Palm Grove

Fan Palm Grove occurring within the Project site is an artificial vegetation community dominated by planted fan palm trees and supported by irrigation. The California native fan palm exists naturally as California fan palm oasis in the desert. However, this species does not occur naturally in western Riverside County. It and related species are widely planted throughout southern California (Project MSHCP/BRA, p. 10).

The Fan Palm Grove within the Project site does not occur in a low-lying area, there is no creek, drainage, or any source of surface water. Soils in the area are sandy and porous, and do not hold water. There is no surface water or ponding and soils were not wet but were damp in a few spots during site visits. Apparently, the existing Farmer Boys Restaurant (located directly south of the Fan Palm Grove) added a leach field in this area at some time in the past. This presumably is the source of the water that supports the Fan Palm Grove (Project MSHCP/BRA, p. 10).

Additionally, a number of fan palm trees have been planted along the fence lines in the western portion of the Project site, just north of developed areas. Four arroyo willow trees and a small area of cattails occurred near the palms. Other species present included western ragweed, curly dock, Russian thistle, brome grasses and additional non-native weeds. A total of 0.12 acres of Fan Palm grove exists onsite (Project MSHCP/BRA, p. 10).

Developed

A significant portion of the Project site has been developed and is in active use by businesses/retail outlets present onsite. The developed areas, located in the southern portion of the Project site, comprise a mixture of buildings, paved surfaces, and

landscaping areas. Within these developed areas, there are a number of landscape plantings, including pepper trees, palm trees, eucalyptus trees, and shrubs. A total of 2.8 acres of developed areas occurred onsite (Project MSHCP/BRA, p. 10).

Soils

Historically, soils within the study area are from the Cieneba-Rock Land-Fallbrook association. These soils are well-drained and somewhat excessively drained, undulating to steep, very shallow to moderately deep soils that have a surface layer of sandy loam and fine sandy loam, on granitic rock. All soil types mapped on the Project site are well drained sandy loams, typically formed in uplands (Project MSHCP/BRA, p. 11).

The following soils were mapped as occurring within the Project area:

Bonsall fine sandy loam, 2 to 8 percent slopes (BdC)

This moderately well drained soil occurs on gently sloping uplands and formed from deeply weathered granodiorite or tonalite. The upper 13 inches consists of brown, reddish brown, fine sandy loam, loam and clay loam. This soil is used for grain, pasture, irrigated citrus and homesites (Project MSHCP/BRA, p. 11).

Buren fine sandy loam, 2 to 8 percent slopes, eroded (BuC2)

This moderately well drained soil occurs on gently sloping terraces and alluvial fans. The upper 19 inches consists of yellowish-brown brown, and brown or dark-brown fine sandy loam and clay loam. This soil is used for range, grain, pasture, irrigated citrus and alfalfa (Project MSHCP/BRA, p. 11).

Fallbrook sandy loam, 8 to 15 percent slopes, eroded (FaD2)

This moderately well drained soil occurs on gently sloping uplands and formed from deeply weathered granodiorite or tonalite. The upper 20 inches consists of brown, reddish-brown sandy loam and sandy clay loam. This soil is used for dryland grain, pasture, irrigated citrus and homesites (Project MSHCP/BRA, p. 11).

Riparian/Riverine Areas

Riparian/riverine areas are defined under Section 6.1.2 of the MSHCP as lands which contain habitat dominated by trees, shrubs, persistent emergents, or emergent mosses and lichens, which occur close to or depend on soil moisture from a nearby freshwater source; or areas with fresh water flow during all or a portion of the year.

No streambeds, definable channels, hydric soils or any areas that would qualify as Riparian/riverine areas as defined under the MSHCP exist within the Project site. No portion of the site has the potential to support ponded water (Project MSHCP/BRA, p. 14).

There are no hydric soils onsite and all site soils drain quickly and have limited capacity to store water. The site occurs in uplands and the hydrology is not suitable for ponding water. There are no channels, drainages or other features where water could pond or where wetland/riparian vegetation could grow (Project MSHCP/BRA, p. 14).

Upland vegetation occurs throughout most of the site and there are no areas with the absence of vegetation indicating standing water or flowing water (Project MSHCP/BRA, p. 14).

The Fan Palm Grove within the Project site is an artificial vegetation community surviving on water from the Farmer Boys Restaurant leach field. This leach field provides the soil moisture required to maintain the planted Fan Palm Grove and other species in this area. The Fan Palm Grove does not occur in a low-lying area, there is no creek, drainage or any source of surface water. Soils in the area are sandy and porous, and do not hold water. There was no surface water or ponding and soils were not wet but were damp in a few spots during site visits. The Fan Palm Grove relies on continued moisture discharge from the leach field to survive and cannot survive onsite under natural conditions. Therefore, the Fan Palm Grove is not considered riparian/riverine under the MSHCP (Project MSHCP/BRA, pp. 14, 15).

Vernal Pools

Vernal pools are 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. Obligate hydrophytes and facultative wetlands plant species are normally dominant during the wetter portion of the growing season, while upland species (annuals) may be dominant during the drier portion of the growing season. The determination that an area exhibits vernal pool characteristics, and the definition of the watershed supporting vernal pool hydrology, must be made on a case-by-case basis. Such determinations should consider the length of the time the area exhibits upland and wetland characteristics and the manner in which the area fits into the overall ecological system as a wetland. Evidence concerning the persistence of an area's wetness can be obtained from its history, vegetation, soils, and drainage characteristics, uses to which it has been subjected, and weather and hydrologic records (Project MSHCP/BRA, p. 15).

No vernal pools or temporary rain pools occur within the Project site, and no portion of the site had the potential to support ponded water for any significant period (Project MSHCP/BRA, p. 16).

There are no hydric soils onsite and all site soils drain quickly and have limited capacity to store water. The site occurs in uplands and slopes gently from north to southwest so the hydrology is not suitable for ponding water. There are no flat areas, depressions or other areas where water could pond for any significant period. Upland vegetation occurs throughout the site (except the Fan Palm area) and there were no areas with the absence of vegetation indicating standing water (Project MSHCP/BRA, p. 16).

Fairy Shrimp

Fairy shrimp occur in vernal pools but can also be found in non-vernal pool features such as stock ponds, ephemeral pools, road ruts, human-made depressions, or other depressions that may pond water (Project MSHCP/BRA, p. 16).

No vernal pools, temporary rain pools, stock ponds, ephemeral pools, road ruts, human-made depressions, or other depressions that may allow pond water to occur within the Project site. There are no hydric soils onsite and all site soils drain quickly and have limited capacity to store water. No portion of the site had the potential to support ponded water for any significant period. In the absence of suitable habitat for fairy shrimp species onsite, protocol-level focused surveys are not required (Project MSHCP/BRA, p. 16).

Riparian Birds

Riparian birds of concern for the Project include least Bell's vireo, southwestern willow flycatcher, and yellow-billed cuckoo. No significant riparian vegetation occurs onsite. No mulefat, sycamores, cottonwoods or other vegetation that could potentially support riparian birds is present onsite (Project MSHCP/BRA, p. 17).

The four small willows present in the Fan Palm Grove area do not cover a sufficiently large area to provide habitat for riparian bird species and in addition there is no suitable understory. In the absence of suitable habitat for riparian bird species onsite, protocol-level focused surveys are not required (Project MSHCP/BRA, p. 17).

Narrow Endemic Plant Species

The Project is not located within a Section 6.1.3 Narrow Endemic Plant Species Survey Area (Project MSHCP/BRA, p. 17).

Criteria Area Plant Species

The Project is not located within a mapped survey area for Criteria Area plant species (Project MSHCP/BRA, p. 17).

Amphibians

The Project is not located within a mapped survey area for amphibian species (Project MSHCP/BRA, p. 17).

Burrowing Owl

The Project is within the mapped survey area for burrowing owl. Potential burrowing owl habitat occurs throughout the site and adjacent off-site areas and all areas of the site were included in the survey. Accordingly, the potential for presence of burrowing owl and burrowing owl habitat has been evaluated, as summarized below.

Focused burrowing owl surveys were conducted by the EIR biologist on March 25th, April 7th, May 12th, and June 16th 2025. All surveys followed MSHCP burrowing owl survey instructions. Surveys were conducted during the morning hours (from 1 hour before sunrise to approximately 3 hours after sunrise). All surveys were conducted during good weather conditions (not too hot and no or only light winds). The survey area consisted of the Project site and a buffer area of 150 meters outside the entire extent of the site boundary, where possible. The open non-native grassland areas to the south and west of the site were surveyed on foot but developed areas and residential backyards to the west and north of the site were surveyed via binoculars only. Off-site areas to the east and north were developed and unsuitable for burrowing owls (Project MSHCP/BRA, pp. 17, 18).

No burrowing owls or their sign were detected during the surveys and there was no evidence that any burrowing owls occur onsite. In addition, this species has not been recorded from the Project site in the past (Project MSHCP/BRA, p. 19).

California ground squirrels were present onsite and have created numerous burrows. Occupied and unoccupied burrows large enough to potentially support burrowing owls exist onsite. However, none of these burrows within the Project site showed any evidence of owl occupancy. Burrowing owls are presumed absent from the site (Project MSHCP/BRA, p. 19).

Mammals

The Project is not located within a mapped survey area for mammal species (Project MSHCP/BRA, p. 28).

INFORMATION ON OTHER SPECIES

Delhi Sands Flower Loving Fly

The Project is located outside any area mapped with Delhi soils within the MSHCP baseline data (Project MSHCP/BRA, p. 28).

Species Not Adequately Conserved

None of the species listed at MSHCP Table 9-3 occur on the Project site (Project MSHCP/BRA, p. 28).

Crotch's Bumble Bee

Crotch's bumble bee is a candidate for listing under the California Endangered Species Act (CESA), and it receives similar protections as a state-listed species, until a decision on candidacy is determined (Project MSHCP/BRA, p. 28).

Historically, Crotch's bumble bees occurred in central and southern California and south to Baja California, generally excluding mountainous and desert regions. Today, Crotch's bumble bees are largely absent from the Central Valley and appear to be most abundant in coastal southern California (Project MSHCP/BRA, p. 28).

Habitat for Crotch's bumble bee primarily includes open grasslands and shrublands, but chaparral, desert margins including Joshua tree and creosote scrub, and semi-urban settings can also be used. They also prefer a hotter and drier climate than other bumble bee species. Crotch's bumble bee nests underground, often in abandoned rodent dens but old bird nests, tree cavities, rock piles, and grass tufts can also be used (Project MSHCP/BRA, p. 28).

Crotch's bumble bee is characterized as a short-tongued species and is characterized as a dietary generalist due to the wide range of host plants utilized. Preferred plant species include milkweeds, pincushions, lupines, burclovers, scorpionweeds, sages, dustymaidens, snapdragons, clarkia, poppies, and wild buckwheats, with milkweeds being the preferred host plant (Project MSHCP/BRA, pp. 28, 29).

Crotch's bumble bees are social insects that live in colonies composed of a queen, workers, and reproductives. New colonies are formed annually, with only mated queens overwintering. Queens emerge from hibernation from February to March, and form a new nest. The highest period of activity for the colony is from April to August, when worker and male drone abundances peak (Project MSHCP/BRA, p. 29).

The Project area was checked in the field for the presence of suitable Crotch's bumble bee habitat, specifically the plant species utilized by this species. All areas were inspected on-foot. Field visits were conducted on February 26 and April 7 2025 (Project MSHCP/BRA, p. 29).

The Project site does contain open grasslands and semi-urban settings, but these areas were degraded and support almost entirely non-native plant species. The surrounding areas are also almost entirely developed (Project MSHCP/BRA, p. 29).

More importantly, none of the Crotch's bumble bee preferred plant species, including milkweeds, were present onsite. No milkweeds, pincushions, lupines, burclovers, scorpionweeds, sages, dustymaidens, phacelias, snapdragons, clarkia, poppies or wild buckwheats were present onsite. In fact few wildflowers were present, and the annual site disking would remove any wildflowers that did occur onsite (Project MSHCP/BRA, p. 29).

In the absence of suitable preferred host plant species onsite, Crotch's bumble bee is assumed absent from the site and protocol-level focused surveys are not required (Project MSHCP/BRA, p. 29).

Monarch butterfly

The California overwintering population of the Monarch butterfly is a proposed Threatened species under the Federal Endangered Species Act (ESA). The listing review process is ongoing and the monarch is not federally protected until a final decision is made. The monarch is not listed under the California Endangered Species Act (CESA) (Project MSHCP/BRA, p. 29).

Historically, monarchs were abundant across North America, but are now in decline due to habitat loss, pesticides, and climate change. Monarchs in western North America have declined by more than 95% since the 1980s. The western population is generally found west of the Rocky Mountains and overwinters along the California coast and into northern Baja California, Mexico (Project MSHCP/BRA, p. 30).

Breeding and migrating monarchs utilize a variety of habitats, including scrub, grasslands, prairie remnants, agricultural areas, urban and suburban residential areas and roadsides, almost anywhere there is access to their host plants. In California, monarchs overwintering roosts are in eucalyptus, Monterey pines and Monterey cypress trees (Project MSHCP/BRA, p. 30).

Monarch butterflies require healthy and abundant milkweed plants for both laying eggs on and as a food source for caterpillars. This is the only food source for the caterpillars (USFWS 2026[4]). A wide variety of blooming nectar resources (flowers) are needed for adults throughout the breeding season, migration and overwintering. In western North America, nectar and milkweed resources are often associated with riparian corridors, and milkweed may function as the principal nectar source for monarchs in more arid regions (Project MSHCP/BRA, p. 30).

The Project area was checked in the field for the presence of suitable Monarch butterfly habitat, specifically the plant species utilized by this species. All areas were inspected on-foot. Field visits were conducted on February 26 and April 7 2025 (Project MSHCP/BRA, p. 30).

The Project site does contain open grasslands and semi-urban settings, but these areas were degraded and support almost entirely non-native plant species. The surrounding areas are also almost entirely developed (Project MSHCP/BRA, p. 30).

No milkweeds were present onsite. In fact few wildflowers were present, and the annual site disking would remove any wildflowers that did occur onsite. No eucalyptus, Monterey pine or Monterey cypress groves were present onsite. The

two small eucalyptus trees in the landscaped area were not suitable for overwintering Monarchs (too small and surrounded by an active gas station). In the absence of suitable preferred host plant species (milkweeds) onsite, Monarch butterfly is assumed absent from the site. No monarch butterflies were observed onsite during the field surveys (Project MSHCP/BRA, pp. 30, 31).

Bat species

No bat species are specifically covered under the MSHCP, although the MSHCP preserved and conserved areas do provide suitable habitat for many bat species. Several special status bat species occur in southern California and a number of them potentially occur in the Project vicinity. However, none are expected to occur within the Project site (Project MSHCP/BRA, p. 31, Table 3).

Habitat at the Project site is not suitable for bat species, lacking suitable roosting sites such as caves, old mines, old buildings, cliffs etc. There were some trees present but there was no evidence of bat roosting areas and no bats were observed onsite. No maternity roosts, night or daytime bat roosts were observed onsite and no bats were observed onsite (Project MSHCP/BRA, p. 31).

Non-MSHCP listed and special-status species

Other than bats and the additional species discussed above, no non-MSHCP listed or special status species have the potential to occur onsite. This was based on a review of CNDDB, published literature, field surveys and onsite assessments (Project MSHCP/BRA, p. 33).

Wildlife movement corridors and linkages

The terms "wildlife corridors" and "linkages" are based upon fundamental ecological concepts, but can be easily misinterpreted because: 1) universally accepted definitions of these terms have not been established; 2) each term can be interpreted using different time scales (i.e., daily, seasonal, annual and evolutionary) and spatial scales (i.e., microclimate, local, community, and landscape) which changes their meaning; 3) the areas and values change from species to species; and, 4) the

understanding of how these processes work is on-going and conclusions are subject to revision. The following definitions are intended to provide a working understanding of corridors and linkages and are summarized from several sources (MSHCP/BRA, p. 33).

Wildlife corridor - Wildlife corridors are areas which animals can use to move from one patch of suitable habitat to another. These areas would be expected to have the least habitat fragmentation relative to surrounding areas. A wildlife corridor establishes connectivity for animals to move, live, reproduce and respond to functional ecological processes during the course of a year to several years. The quality and functionality of a particular wildlife corridor varies from species to species (MSHCP/BRA, p. 33).

Wildlife crossings are generally small, narrow wildlife corridors that allow wildlife to pass through an obstacle or barrier such as a roadway to reach another patch of habitat. Wildlife crossings are manmade and include culverts, drainage pipes, underpasses, tunnels, and, more recently, crossings created specifically for wildlife movement over or under highways (MSHCP/BRA, p. 33).

Both wildlife crossings and wildlife corridors function to prevent habitat fragmentation that would result in the loss of species that require large contiguous expanses of unbroken habitat and/or that occur in low densities (MSHCP/BRA, p. 33).

Linkages – Linkages are areas that provide for long term movement or interaction of wildlife to maintain natural evolutionary and ecological patterns. Linkages are fundamental for gene flow and large scale ecological processes. These areas are usually defined by the zones of "least resistance" for the genes of a given species to move or "flow" between core reserve populations (MSHCP/BRA, pp. 33, 34).

No wildlife corridors or linkages are known at the Project site. The site is mostly surrounded by existing development and it is unlikely that the site is of any significance to wildlife movement (MSHCP/BRA, p. 34).

During preparation of the MSHCP, wildlife corridors and habitat linkages were analyzed extensively and no MSHCP wildlife habitat linkages or movement corridors were identified at the Project site or its vicinity (MSHCP/BRA, p. 34).

USACE/RWQCB and CDFW jurisdictional resources

The Army Corps of Engineers (USACE), California Regional Water Quality Control Board (RWQCB) and California Department of Fish and Wildlife (CDFW) all have similar but slightly different definitions for jurisdictional areas (MSHCP/BRA, p. 34).

Broadly speaking, jurisdiction of waters, streams, creeks and drainages includes the bed and bank of the channel up to the ordinary high-water mark, with the addition of adjacent wetlands for USACE/RWQCB and of riparian vegetation for CDFW. The exact definitions and rules vary by agency (MSHCP/BRA, p. 34).

A delineation/assessment was conducted for USACE/RWQCB and CDFW jurisdictional resources. The Project area was checked in the field for the presence of streambeds, definable channels, wetland/riparian vegetation, hydric soils, vernal pools, temporary pools, hydrology, any portions of the site with the potential to support ponded water and any areas that would qualify as jurisdictional areas as defined by each of the three agencies. All areas of topographic relief suspected of representing historic or current drainage patterns were inspected on foot. Field visits were conducted on February 26 and April 7 2025 (MSHCP/BRA, p. 34). Results are summarized below.

No streambeds, definable channels, hydric soils, wetlands or any areas that would qualify as USACE/RWQCB or CDFW jurisdictional resources were present onsite. No portion of the site had the potential to support ponded water (MSHCP/BRA, p. 34).

There are no hydric soils onsite and all site soils drain quickly and have limited capacity to store water. The site occurs in uplands and the hydrology is not suitable for ponding water. There are no channels, drainages or other features where water could pond or where wetland/riparian vegetation could grow (MSHCP/BRA, p. 34).

Upland vegetation occurs throughout most of site (except the Fan Palm area, see below) and there were no areas with the absence of vegetation indicating standing water or flowing water (MSHCP/BRA, p. 35).

No vernal pools or temporary rain pools occur within the Project site, and no portion of the site had the potential to support ponded water for any significant period (MSHCP/BRA, p. 35).

There are no hydric soils onsite and all site soils drain quickly and have limited capacity to store water. The site occurs in uplands and slopes gently from north to southwest so the hydrology is not suitable for ponding water. There are no flat areas, depressions or other areas where water could pond for any significant period (MSHCP/BRA, p. 35).

Upland vegetation occurs throughout the site (except the Fan Palm area, see below) and there were no areas with the absence of vegetation indicating standing water (MSHCP/BRA, p. 35).

The Fan Palm Grove is an artificial vegetation community surviving on water from the Farmer Boy Restaurant leach field. This leach field provides the soil moisture required to maintain the planted Fan Palm Grove and other species in this area. The Fan Palm Grove does not occur in a low-lying area, there is no creek, drainage or any source of surface water. Soils in the area are sandy and porous, and do not hold water. There was no surface water or ponding and soils were not wet but were damp in a few spots during site visits (MSHCP/BRA, p. 35).

The Fan Palm Grove relies on continued moisture discharge from the leach field to survive and cannot survive onsite under natural conditions. Therefore, the Fan Palm Grove is not considered a USACE/RWQCB or CDFW jurisdictional resource (MSHCP/BRA, p. 35).

In several historic aerial images on Google Earth (e.g., 11/2009, 11/2012, 11/2013, 2/2016, 2/2018 but not in more recent images, e.g., 1/2023 and 4/2025), there appear to

be green vegetation or darkened soils on the Project site that connect with similar areas offsite to the west (the open space between the houses) and north (16891 Tava). Field surveys conducted in spring 2025 confirm that the vegetation in these areas (both onsite and off-site) consisted of non-native upland species, primarily brome grasses (MSHCP/BRA, p. 35).

In these areas (both onsite and off-site) there was no surface water or ponding and there are no channels, drainages or other features where water could pond or where wetland/riparian vegetation could grow. These areas (both onsite and off-site) had no streambeds, definable channels, hydric soils or any areas that would qualify as USACE/RWQCB or CDFW jurisdictional resource (MSHCP/BRA, p. 35).

No streambeds, definable channels, hydric soils, wetlands, vernal pools or temporary rain pools occur within the Project site (MSHCP/BRA, p. 35).

There were no areas onsite that would qualify as USACE/RWQCB or CDFW jurisdictional resources (MSHCP/BRA, p. 36).

MSHCP Guidelines Pertaining To The Urban/Wildlands Interface

There are no onsite Project conservation areas, and no existing or future MSHCP Conservation Areas in the Project vicinity are known or anticipated. This topic is therefore not applicable to this Project (MSHCP/BRA, p. 36)

4.7.3 EXISTING POLICIES AND REGULATIONS

Policies and regulations of relevance to the Project are summarized below.

4.7.3.1 Federal Endangered Species Act/California Endangered Species Act

The United States Congress passed the Federal Endangered Species Act (ESA) in 1973 to protect those species that are endangered or threatened with extinction. The State of California enacted a similar law, the California Endangered Species Act (CESA) in 1984. The State and Federal Endangered Species Acts are intended to operate in conjunction with the California Environmental Quality Act (CEQA) and the National Environmental

Policy Act (NEPA) to help protect the ecosystems upon which endangered and threatened species depend. The U.S. Fish and Wildlife Service (USFWS) is responsible for implementation of ESA, while the CDFW implements CESA. During Project review, each agency is given the opportunity to comment on the potential for the Project to affect listed plants and animals.

4.7.3.2 State of California, Fish and Game Code Section 1600 *et seq*.

The CDFW has jurisdiction under Section 1600 *et seq.* of the California Fish and Game Code over fish and wildlife resources of the state. Under Section 1602, a private party must notify the CDFW if a project will "substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake designated by the department, or use any material from the streambeds, except when the department has been notified pursuant to Section 1601." If an existing fish or wildlife resource may be substantially adversely affected by the activity, the CDFW may propose reasonable measures that will allow protection of those resources. If these measures are agreeable to the initiating party, they may enter into an agreement with the CDFW identifying the approved activities and associated mitigation measures.

4.7.3.3 Western Riverside County Multiple Species Habitat Conservation Plan

The Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) is a comprehensive, multi-jurisdictional Habitat Conservation Plan (HCP), focusing on conservation of species and their associated habitat in western Riverside County. The goal of the MSHCP is to maintain biological and ecological diversity within a rapidly urbanizing region. The MSHCP is administered by the Riverside County Regional Conservation Authority (RCA).

The MSHCP allows participating jurisdictions within the plan area to incorporate projects onto the incidental "take" permit for all species covered by the MSHCP, including State and federally listed species as well as other identified sensitive species and/or their habitat. Each city or local agency imposes a Development Mitigation Fee for projects within their jurisdiction.

Payment of the mitigation fee and compliance with the requirements of the MSHCP are intended to provide full mitigation under CEQA, although certain areas within the MSHCP boundaries require additional surveys to determine the presence or absence of specific MSHCP-covered resources, including sensitive plants, burrowing owls, and riparian or riverine areas. The Project would pay requisite MSHCP mitigation fee(s) per Riverside County Ordinance No. 810. The Western Riverside County Regional Conservation Authority (RCA) administers the fee program, receiving, investing, and expending the fees in accordance with the ordinance and the MSHCP.

4.7.3.4 Habitat Conservation Plan for the Stephens' Kangaroo Rat (SKR) in Western Riverside County, California (SKRHCP)

Riverside County, along with its member cities, has adopted the Stephens' Kangaroo Rat Habitat Conservation Plan (SKRHCP) to protect the Stephens' kangaroo rat (SKR) and manage its habitat in western Riverside County. The County has been issued an incidental take permit for SKR from the USFWS and a Management Authorization from the CDFW. Mitigation for impacts to SKR and SKR habitat is realized through payment of SKR Impact Mitigation Fees. The Project is required by Riverside County Ordinance No. 633 to comply with the SKR Impact Mitigation Fee requirements. The mitigation fee must be paid upon issuance of a grading permit, certificate of occupancy, or upon final inspection, whichever occurs first.

4.7.3.5 Other Statutes, Codes, and Policies

In addition to ESA and CESA listings, plant and wildlife species receive consideration during the CEQA review processes, as discussed below.

Species of Special Concern

Species of Special Concern are generally defined as those California species whose numbers, reproductive success, or habitat may be threatened. Potential impacts to Species of Special Concern receive consideration under CEQA review.

CNPS-Listed Plants

The California Native Plant Society (CNPS) maintains a list of plant species native to California with minimal populations, limited distribution, or are otherwise threatened with extinction. This information is published in the Inventory of Rare and Endangered Vascular Plants of California. Potential impacts to populations of CNPS-listed plants receive consideration under CEQA review.

Raptors and Migratory Birds

Raptors (birds of prey), migratory birds, and other avian species are protected by state and federal laws. The federal Migratory Bird Treaty Act (MBTA) prohibits the killing, possessing, or trading of migratory birds except in accordance with regulations prescribed by the Secretary of Interior. Section 3503.5 of the California Fish and Game Code states that it is "unlawful to take, possess, or destroy any birds in the order Falconiformes or Strigiformes or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto." Potential impacts to raptors and migratory birds receive consideration under CEQA review.

4.7.4 STANDARDS OF SIGNIFICANCE

Potential biological resources impacts considered in this Section are consistent with those identified in Woodcrest Retail Center Project Initial Study, June 2025; County of Riverside, Environmental Assessment Form: Initial Study. The EIR Initial Study in its entirety is presented at EIR Appendix A.

As established through the EIR Initial Study process, the Project could result in potentially significant impacts under the following topics, considered in detail within this Section:

- *Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan.*

- *Have a substantial adverse effect, either directly or through habitat modifications, on any endangered, or threatened species, as listed in Title 14 of the California Code of Regulations (Sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or 17.12).*

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

- *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.*

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

- *Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.*

- *Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.*

4.7.5 POTENTIAL IMPACTS AND MITIGATION MEASURES

4.7.5.1 Impact Statements

Potential Impact: *Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan.*

Impact Analysis: Conservation plans applicable to the Project include the SKRHCP and MSHCP.

SKRHCP Consistency

By law, the Project is required to pay SKR impact fees per Riverside County Ordinance No. 633. The Project would not directly affect protected SKR habitat. The Project would not result in any SKR take. On this basis, the Project would not conflict with provisions of the SKRHCP.

MSHCP Consistency

Project consistency with applicable provisions is substantiated in the Project MSHCP/BRA as summarized herein and presented in detail at EIR Appendix H. As discussed in the Project MSHCP/BRA, the Project would not conflict with any provisions of the MSHCP. Project consistency with MSHCP topical issues is summarized below. Citations for pertinent Project MSHCP/BRA discussions appear parenthetically.

Protection of Species Within Riparian and Riverine Areas (Project MSHCP/BRA, Section 5.0)

No riparian/riverine areas exist within the Project site. No vernal pools are present within the Project site. No fairy shrimp or suitable habitat for fairy shrimp are present within the Project site. No riparian birds or suitable habitat for riparian birds are present within the Project site. The Project does not propose or require facilities or operations that would potentially affect any off-site Riparian and Riverine Areas. Based on the preceding, the Project would not conflict with MSHCP provisions addressing protection of species within riparian and riverine areas.

Protection of Narrow Endemic Plant Species (Project MSHCP/BRA, Section 6.0)

The Project is not located within an endemic plant species survey area. The Project does not propose or require facilities or operations that would potentially affect any off-site endemic plant species survey areas. Based on the preceding, the Project would not conflict with MSHCP provisions addressing protection of narrow endemic plant species.

Additional Survey Needs and Procedures (Project MSHCP/BRA, Section 7.0)

Criteria Area Plant Species, Amphibians, Mammals

The Project is not located within mapped survey areas for criteria area plant species, amphibian species, or mammal species. The Project does not propose or require facilities or operations that would potentially affect any off-site mapped survey areas for criteria plant species, amphibian species, or mammal species.

Burrowing Owl

The Project site is within the mapped survey area for burrowing owl. Accordingly, focused burrowing owl surveys were conducted at the site. All surveys were performed by a qualified biologist. All surveys were conducted consistent with CDFW and MSHCP protocols.[1] Results of the surveys indicate that the burrowing owl is not present within the Project site. Although no burrowing owls or their sign were detected during the current surveys, Mitigation Measure 4.7.2 (presented subsequently) is incorporated to verify the continued absence of owls.

Based on the preceding, the Project would not conflict with MSHCP provisions addressing additional survey needs and procedures.

Information on Other Species (Project MSHCP/BRA, pp. 28 – 29)

The Project MSHCP/BRA also evaluated potential Project impact to other species of potential concern including Delhi Sands Flower Loving Fly, "Species Not Adequately Conserved" (per MSHCP Table 9-3), Crotch's bumble bee, Monarch butterfly, bat species non-MSHCP listed and special-status species, wildlife and movement corridors and linkages, and USACE/RWQCB and CDFW jurisdictional resources. The Project

[1] It is noted here that the burrowing owl (*Athene cunicularia*) is a candidate for listing under the California Endangered Species Act (CESA), and it receives similar protections as a state-listed species, until a decision on candidacy is determined.
The focused burrowing owl surveys at the Project site were conducted following the State (California Department of Fish and Wildlife) and MSHCP burrowing owl survey requirements. No burrowing owl were detected. Per Mitigation Measure 4.7.2, a pre-construction burrowing owl survey would be conducted to ensure that IF any owls are present at that time, potential impacts to the owl would be reduced to levels that would be less-than-significant.

MSHCP/BRA substantiates that the Project would not result in any potentially adverse impacts to "Other Species" or the resources noted above.

Based on the preceding, the Project would not conflict with MSHCP provisions addressing "other species."

Urban/Wildlands Interface Guidelines

As discussed at MSHCP/BRA Section 9.0, there are no onsite Project conservation areas, and no existing or future MSHCP Conservation Areas in the Project vicinity are known or anticipated. This topic is therefore not applicable to this Project.

Level of Significance: Less-Than-Significant.

Potential Impact: *Have a substantial adverse effect, either directly or through habitat modifications, on any endangered, or threatened species, as listed in Title 14 of the California Code of Regulations (Sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or 17.12); Substantially affect, either directly or through habitat modifications, any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Wildlife (CDFW, formerly California Department of Fish and Game) or U.S. Fish and Wildlife Service (USFWS).*

Impact Analysis: The Project site has been substantially disturbed and altered by various development activities, disking, grading, trash, off-road trails, footpaths, and site-disturbing activities generally. Due to extensive disturbance of the Project site and lack of suitable habitat, no special-status plant species are considered present onsite. Thus, no potentially significant impacts to special-status plant species are anticipated as a result of site development. Similarly, due to the absence of suitable habitat and the disturbance at the Project site, special-status wildlife species are unlikely to be present at the Project site. Please refer also to previous discussions addressing Project consistency with applicable SKRHCP and MSHCP provisions.

No nesting birds were observed during the Project site surveys. Given the heavy level of disturbance and routine maintenance activities, none are expected to occur. Regardless, raptors (birds of prey), migratory birds, and other avian species are protected by the federal Migratory Bird Treaty Act (MBTA). Mitigation Measure 4.7.1 (following) has been incorporated to ensure avoidance of any potential impacts, in accordance with MBTA requirements. Additionally, the Project site is located within the mapped survey area for burrowing owl. Although no burrowing owls or their sign were detected during the current surveys, Mitigation Measure 4.7.2 is incorporated to verify the continued absence of owls, and protection of any owls if found to be present.

With the implementation of mitigation, the Project's potential impacts to nesting migratory bird species and the burrowing owl would be less-than-significant. The Project would not otherwise result in any potential significant impacts affecting habitat, or any species identified as candidate, sensitive, in local or regional plans, policies or regulations.

Level of Significance before Mitigation: Potentially Significant (potential impacts to nesting birds and the burrowing owl).

Mitigation Measures:

4.7.1 To avoid impacts to nesting birds and to comply with the federal Migratory Bird Treaty Act of 1918 (MBTA):

- *If possible, all vegetation removal activities shall be scheduled from August 1 to February 15, which is outside the nesting season. This would ensure that no active nests would be disturbed and that removal could proceed rapidly.*
- *If vegetation is to be cleared during the nesting season (February 15 – July 31), all suitable habitat shall be thoroughly surveyed for the presence of nesting birds by a qualified biologist 72 hours prior to clearing. If any active nests are detected, the area shall be flagged and mapped on the construction plans along with a minimum 50-foot buffer and up to 500 feet for raptors, with the final buffer distance to be determined by a qualified*

biologist. The buffer area shall be avoided until the nesting cycle is complete or it is determined that the nest has failed. In addition, the biologist shall be present on the site to monitor the vegetation removal to ensure that any nests, which were not detected during the initial survey, are not disturbed.

4.7.2 Within 30 days prior to any ground-disturbing activities at the Project site, a pre-construction survey shall be conducted for burrowing owl (Athene cunicularia) by a qualified biologist. If burrowing owls or occupied burrows are detected, the Project shall first implement avoidance measures, including the establishment of appropriate no-disturbance buffers consistent with the MSHCP burrowing owl survey instructions and the CDFW 2012 Staff Report on Burrowing Owl Mitigation. If avoidance of take is not feasible, any passive relocation and compensatory measures shall be developed in coordination with CDFW and implemented pursuant to accepted protocols and any required CESA authorization, including coverage under the MSHCP or a separate CESA permit or letter authorization. If no burrowing owls or occupied burrows are detected during the pre-construction survey, no further burrowing owl-specific measures shall be required.

4.7.3 All temporary work areas, including stockpiles, shall be located outside any sensitive biological resources.

4.7.4 The limits of the work shall be flagged prior to start of work.

Level of Significance after Mitigation: Less-Than-Significant.

Potential Impact: *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 wildlife nursery sites.*

Impact Analysis: As discussed herein, no wildlife corridors or linkages are located on-site. Further, the site is bounded on all sides by roads and/or urban development, diminishing its potential to function as a wildlife movement corridor. There is, however,

the potential for the Project site to function as nesting habitat for migratory birds and raptors, such as hawks and owls. Nesting bird species are protected by California Fish and Game Code Sections 3503 and 3503.5 and by the Migratory Bird Treaty Act of 1918 (16 USC 703-711, Migratory Bird Act), which make it unlawful to take, possess, or needlessly destroy the nest or eggs of any migratory bird or bird of prey. Mitigation Measure 4.7.1 ensures that the Project would comply with the Migratory Bird Act and would ensure that Project impacts to migratory birds would be maintained at levels that would be less-than-significant. Based on the preceding, the potential for the Project to interfere substantially with species movements or migratory wildlife corridors would be less than significant.

Level of Significance: Less-Than-Significant.

Potential Impact: *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; Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.*

Impact Analysis: As discussed herein**,** no federally protected wetlands, riparian habitat or other sensitive communities exist within the Project site. Nor does the Project propose uses or activities that would substantially or adversely affect any off-site wetlands or riparian areas. As such, the Project will not affect any riparian habitat, any other sensitive natural community, or federally protected wetlands. Additionally, prior to the issuance of a Certificate of Occupancy or upon final inspection, whichever occurs first, the Project proponent shall pay the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Local Development Mitigation Fee in effect at the time of payment, consistent with Riverside County Ordinance No. 810, as amended, and the MSHCP Mitigation Fee Implementation Manual. Please refer also to previous discussions addressing Project consistency with applicable MSHCP provisions.

Level of Significance: Less-Than-Significant.

Potential Impact: *Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.*

Impact Analysis: Woodcrest is an unincorporated community in Riverside County, California. As such, it is governed by Riverside County's ordinances and policies regarding protection of biological resources. There are no local policies or ordinances that are substantially different than or more restrictive than policies or ordinances established at the federal, state, regional or county levels. As substantiated herein, the Project would not conflict with any applicable policies or ordinances established for the protection of biological resources.

On this basis, the potential for the Project to conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance would be less than significant.

Level of Significance: Less-Than-Significant.

Other

In order to further minimize potential effects to biological resources generally, Volume 1 Appendix C of the MSHCP incorporates standard Best Management Practices (BMPS). BMPs are listed below and recommended generally as Project Conditions of Approval.

BIO-1 A condition shall be placed on grading permits requiring a qualified biologist to conduct a training session for Project personnel prior to grading. The training shall include a description of the species of concern and its habitats, the general provisions of the Endangered Species Act (Act) and the MSHCP, the need to adhere to the provisions of the Act and the MSHCP, the penalties associated with violating the provisions of the Act, the general measures that are being implemented to conserve the species of concern as they relate to the Project, and the access routes to and Project site boundaries within which the Project activities must be accomplished.

BIO-2 Water pollution and erosion control plans shall be developed and implemented in accordance with RWQCB requirements.

BIO-3 The footprint of disturbance shall be minimized to the maximum extent feasible. Access to sites shall be via pre-existing access routes to the greatest extent possible.

BIO-4 The upstream and downstream limits of Project disturbance plus lateral limits of disturbance on either side of the stream shall be clearly defined and marked in the field and reviewed by the biologist prior to initiation of work.

BIO-5 Projects should be designed to avoid the placement of equipment and personnel within the stream channel or on sand and gravel bars, banks, and adjacent upland habitats used by target species of concern.

BIO-6 Projects that cannot be conducted without placing equipment or personnel in sensitive habitats should be timed to avoid the breeding season of riparian identified in MSHCP Global Species Objective No. 7.

BIO-7 When stream flows must be diverted, the diversions shall be conducted using sandbags or other methods requiring minimal instream impacts. Silt fencing of other sediment trapping materials shall be installed at the downstream end of construction activity to minimize the transport of sediments offsite. Settling ponds where sediment is collected shall be cleaned out in a manner that prevents the sediment from reentering the stream. Care shall be exercised when removing silt fences, as feasible, to prevent debris or sediment from returning to the stream.

BIO-8 Equipment storage, fueling, and staging areas shall be located on upland sites with minimal risks of direct drainage into riparian areas or other sensitive habitats. These designated areas shall be located in such a manner as to prevent any runoff from entering sensitive habitat. Necessary precautions shall be taken to prevent the release of cement or other toxic substances into surface waters. Project related spills of hazardous materials shall be reported to appropriate entities including but not limited to applicable

jurisdictional city, FWS, and CDFG, RWQCB and shall be cleaned up immediately and contaminated soils removed to approved disposal areas.

BIO-9 Erodible fill material shall not be deposited into water courses. Brush, loose soils, or other similar debris material shall not be stockpiled within the stream channel or on its banks.

BIO-10 The qualified Project biologist shall monitor construction activities for the duration of the Project to ensure that practicable measures are being employed to avoid incidental disturbance of habitat and species of concern outside the Project footprint.

BIO-11 The removal of native vegetation shall be avoided and minimized to the maximum extent practicable. Temporary impacts shall be returned to pre-existing contours and revegetated with appropriate native species.

BIO-12 Exotic species that prey upon or displace target species of concern should be permanently removed from the site to the extent feasible.

BIO-13 To avoid attracting predators of the species of concern, the Project site shall be kept as clean of debris as possible. All food related trash items shall be enclosed in sealed containers and regularly removed from the site(s).

BIO-14 Construction employees shall strictly limit their activities, vehicles, equipment, and construction materials to the proposed Project footprint and designated staging areas and routes of travel. The construction area(s) shall be the minimal area necessary to complete the Project and shall be specified in the construction plans. Construction limits will be fenced with orange snow screen. Exclusion fencing should be maintained until the completion of all construction activities. Employees shall be instructed that their activities are restricted to the construction areas.

BIO-15 The Permittee shall have the right to access and inspect any sites of approved projects including any restoration/enhancement area for compliance with project approval conditions including these BMPs.

4.8 CULTURAL RESOURCES/ TRIBAL CULTURAL RESOURCES

4.8 CULTURAL RESOURCES/TRIBAL CULTURAL RESOURCES

Abstract

Potential cultural resources impacts considered in this Section are consistent with those identified in Woodcrest Retail Center Project Initial Study, June 2025; County of Riverside, Environmental Assessment Form: Initial Study. The EIR Initial Study in its entirety is presented at EIR Appendix A.[1]

As established through the EIR Initial Study process, the Project could result in potentially significant impacts under the following topics, considered in detail within this Section:

- *Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5.*

- *Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5.*

- *Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 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] The topic of potential impacts to paleontological resources/unique geological resources has been appropriately located in this Section as this topic relates generally to impacts to cultural resources. By avoiding creation of an entire EIR section devoted to a single topic (in this case, paleontological resources/unique geological resources) this organization of topics also reduces unnecessary paperwork as suggested under CEQA (*CEQA Guidelines* § 15006 Reducing Delay and Paperwork).

- *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*

- *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 § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.*

- *Potential to directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.*

As substantiated by the analysis presented in this Section, the above potential impacts of the Project would be less than significant or less than significant as mitigated.

Impacts previously determined not to be potentially significant through the EIR Initial Study process include the following:

- *Disturb any human remains, including those interred outside of formal cemeteries?*

This potential impact is not further substantively addressed within this Section. See also EIR Appendix A, Initial Study and EIR Table 1.7-1, Summary of Impacts Determined Not to be Potentially Significant.

4.8.1 INTRODUCTION

Information contained within this Section is summarized from *Phase I Cultural Resources Assessment, NWC Van Buren & Washington Project* (BCR Consulting LLC) July 11, 2025 (Phase I Assessment); *Phase II Archaeological Testing Program, Woodcrest Retail Project* (BCR Consulting LLC) January 7, 2026 (Phase II Testing Program) and *Paleontological Resources Assessment, Woodcrest Retail Center* (Department of PaleoServices, San Diego Natural History Museum) Revised January 16, 2026 (Paleontological Resources Assessment). The

Phase I Assessment, Phase II Testing Program, and Paleontological Resources Assessment are presented at EIR Appendix I.[2]

Cultural resources can be of scientific, aesthetic, educational, archaeological, architectural, or historical significance to the community. The following discussions identify and classify the significance of prehistoric and/or historic cultural resources which may exist within the subject site, and assesses the Project's potential to impact such resources.

4.8.2 CULTURAL SETTING

Prehistoric Context

In ecological terms, Southern California prehistory can be defined by five periods: Paleoindian/Lake Mojave, Pinto, Gypsum, Saratoga Springs, and Shoshonean. Characteristic artifacts of these periods are summarized below. Please refer also to the detailed discussion of the site's prehistoric setting presented at Phase I Assessment, pp. 4, 5).

Paleoindian (12,000 to 10,000 Before Present [BP]) and Lake Mojave Periods (10,000 to 7000 BP). The Paleoindian Period has been loosely defined by isolated fluted (such as Clovis) projectile points, dated by their association with similar artifacts discovered in-situ in the Great Plains. Some fluted bifaces have been associated with fossil remains of Rancholabrean mammals approximately dated to ca. 13,300-10,800 BP near China Lake in the northern Mojave Desert. The Lake Mojave Period characteristic artifacts include stemmed points, flake and core scrapers, choppers, hammerstones, and crescents.

[2] Confidential Information. Confidential technical appendices to the cultural resources/tribal cultural resources and paleontological resources studies contain detailed information, including information regarding identified or potentially present resource finds within or in the vicinity of the Project site. The findings of these studies are summarized and incorporated into the EIR's analysis of cultural resources/tribal cultural resources and paleontological resources, including the proposed mitigation measures. To protect sensitive archaeological resources, Native American cultural resources, sacred lands, and other information subject to confidentiality protections, the confidential technical appendices are not included with the publicly available EIR. The confidential materials are maintained by the County of Riverside, as Lead Agency, and may be made available to qualified persons or agencies in accordance with applicable law, County procedures, and any applicable confidentiality requirements.

Projectile points associated with the period include the Silver Lake and Lake Mojave styles (Phase I Assessment, p. 4).

Pinto Period (7000 to 4000 BP). Pinto Period sites are rare and are characterized by surface manifestations that usually lack significant in situ remains. Artifacts from this era include Pinto projectile points and a flake industry similar to the Lake Mojave tool complex, though use of Pinto projectile points as an index artifact for the era has been disputed. Milling stones have also occasionally been associated with sites of this period (Phase I Assessment, p. 4).

Gypsum Period (4000 to 1500 BP). The diverse artifact assemblage during this period reflects intensified reliance on plant resources. New artifact types include milling stones, mortars, pestles, and a proliferation of Humboldt Concave Base, Gypsum Cave, Elko Eared, and Elko Corner-notched dart points. Other artifacts include leaf-shaped projectile points, rectangular-based knives, drills, large scraper planes, choppers, hammerstones, shaft straighteners, incised stone pendants, and drilled slate tubes. The bow and arrow appears around 1500 BP, evidenced by the presence of a smaller type of projectile point, the Rose Spring point (Phase I Assessment, p. 4).

Saratoga Springs Period (1500 to 800 BP). Influences from Patayan/Yuman assemblages are apparent in the southern inland areas, and include buff and brown wares often associated with Cottonwood and Desert Side-notched projectile Points. Obsidian becomes more commonly used throughout southern California and characteristic artifacts of the period include milling stones, mortars, pestles, ceramics, and ornamental and ritual objects. More structured settlement patterns are evidenced by large villages, and three types of identifiable archaeological sites (Phase I Assessment, pp. 4, 5).

Shoshonean Period (800 BP to Contact). Hunting and gathering continued to diversify, and the diagnostic arrow points include desert side-notch and cottonwood triangular. Ceramics continue to proliferate, though they are more common in southeastern Riverside County during this period (Phase I Assessment, p. 5).

Ethnography

The Project site is situated within the traditional boundaries of the Cahuilla and the Luiseño. Brief ethnographic discussions are provided for each group.

Luiseño. Typically, the native culture groups in southern California are named after nearby Spanish missions, and such is the case for this Takic-speaking population. The first written accounts of the Luiseño are attributed to the mission fathers. Prior to Spanish occupation of California, the territory of the Luiseño extended along the coast from Agua Hedionda Creek to the south, Aliso Creek to the northwest, and the Elsinore Valley and Palomar Mountain to the east. These territorial boundaries were somewhat fluid and changed through time. They encompassed an extremely diverse environment that included coastal beaches, lagoons and marshes, inland river valleys and foothills, and mountain groves of oaks and evergreens. Today Luiseño are represented in seven entities in Riverside and San Diego County (Phase I Assessment, p. 5).

Cahuilla. The Cahuilla belong to the Cupan group of the Takic subfamily of languages. Like other Native American groups in southern California, they practiced semi-nomadic hunter-gatherer subsistence strategies and commonly exploited seasonably available plant and animal resources. Spanish missionaries were the first outsiders to encounter these groups during the late 18th century. The Cahuilla are generally divided into three groups: Desert Cahuilla, Mountain Cahuilla, and Western (or Pass) Cahuilla. The term Western Cahuilla is preferred over Pass Cahuilla because this group is not confined to the San Gorgonio Pass area. The distinctions are believed to be primarily geographic, although linguistic and cultural differences may have existed to varying degrees. Cahuilla territory lies within the geographic center of Southern California and the Cocopa-Maricopa Trail, a major prehistoric trade route, ran through it. The first written accounts of the Cahuilla are attributed to mission fathers. Today, the Cahuilla are represented in nine bands or nations located in Southern California (Phase I Assessment, pp. 5, 6).

Historic Context

Historic-era California is generally divided into three periods: the Spanish or Mission Period (1769 to 1821), the Mexican or Rancho Period (1821 to 1848), and the American Period (1848 to present). The historic context of the Woodcrest area is also summarized below (Phase I Assessment, p. 6).

Spanish Period. The Spanish period (1769-1821) is represented by exploration of the region; establishment of the San Diego Presidio and missions at San Gabriel and San Luis Rey; and the introduction of livestock, agricultural goods, and European architecture and construction techniques. Spanish influence continued to some extent after 1821 due to the continued implementation of the mission system (Phase I Assessment, p. 6).

Mexican Period. The Mexican period (1821-1848) began with Mexican independence from Spain and continued until the end of the Mexican-American War. The Secularization Act of 1834 resulted in the transfer, through land grants (called ranchos) of large mission tracts to politically prominent individuals. Sixteen ranchos were granted in Riverside County. At that time, cattle ranching was a more substantial business than agricultural activities, and trade in hides and tallow increased during the early portion of this period. Until the Gold Rush of 1849, livestock and horticulture dominated California's economy (Phase I Assessment, p. 6).

American Period. The American Period, 1848–Present, began with the Treaty of Guadalupe Hidalgo. In 1850, California was accepted into the Union of the United States primarily due to the population increase created by the Gold Rush of 1849. The cattle industry reached its greatest prosperity during the first years of the American Period. Mexican Period land grants had created large pastoral estates in California, and demand for beef during the Gold Rush led to a cattle boom that lasted from 1849–1855. However, beginning about 1855, the demand for beef began to decline due to imports of sheep from New Mexico and cattle from the Mississippi and Missouri Valleys. When the beef market collapsed, many California ranchers lost their ranchos through foreclosure. A series of disastrous floods in 1861–1862, followed by a significant drought, further diminished the economic impact of local ranching. This decline combined with ubiquitous agricultural

and real estate developments of the late 19th century, set the stage for diversified contemporary economic pursuits (Phase I Assessment, p. 6).

Woodcrest. The area encompassing present-day Woodcrest was inhabited by Luiseño and Cahuilla tribes of Native Americans at differing points in the centuries prior to American occupation. Expeditions to establish an overland route from Mexico to Northern California brought Spanish explorers through the area, where they charted the Anza Trail. When the United States granted California statehood in 1850, the large holding San Jacinto Nuevo y Portrero became public lands. Ranchers began to settle and develop the region just as John Butterfield established the Tucson-to-San Francisco stage route (via San Diego and Los Angeles) of the Overland Mail Company through the area. The area remained sparsely developed aside from scattered Mexican encampments until 1905 when Oak Glen Tract was locally formed. In 1924, a subdivision named Woodcrest Acres was established. There is some dispute regarding the origin of Woodcrest Acres as several prominent locals are named (or partially named) "Wood." John C. Woodard, a local school district trustee, constructed a wagon road that became known as Woodward's Grade which followed the current alignment of Golden Star Avenue in Woodcrest, terminating at the current location of Washington Street. Woodward's grade remained in use until it was realigned in 1959. In 1916, the county laid out a new road connecting Alessandro Station at the Sante Fe railroad (near March Air Reserve Base) to the eastern terminus of Washington Street. The new road was named Wood Road for Susan Wood who owned a large property in the area. Marie and Charles Wood were instrumental in promoting local real estate and have been connected to Woodcrest, but little information was available on this family. Eventually, five subdivisions (including Woodcrest Acres) were combined to form Woodcrest in 1926. It was assigned to a local post office by the same name that opened later that year and closed in 1936. It remained unincorporated and low-density during the early 20th century, and Woodcrest was originally serviced by the Riverside City School District. With the outbreak of World War II, more people and activity arrived locally as March Field and nearby Camp Haan became key West Coast training facilities. A new water source also aided increased activity and population of the area when the nearby Lake Mathews was constructed in 1939 as a reservoir at the western terminus of the Colorado River Aqueduct. Located to

the west of Woodcrest, the site of the lake was occupied by orchards until the Metropolitan Water District of Southern California purchased the land, identifying it as an ideal spot for a reservoir whose water could flow downhill to neighboring communities. The Western Municipal Water District was locally formed in 1950, providing a reliable water supply dedicated to a more local population. Orange groves were subsequently planted, but since the 1980s have mostly been replaced by additional housing tracts which continue to dominate the local landscape (Phase I Assessment, pp. 6, 7).

4.8.3 REGULATORY SETTING

4.8.3.1 Federal

National Historic Preservation Act

The National Historic Preservation Act (NHPA) requires federal agencies to consider the effects of their undertakings on historic properties. Historic properties are cultural resources (e.g., archeological sites, historic built environment features, or Native American sites) that are listed, or determined to be eligible for listing, on the National Register of Historic Places. The implementing regulations of this mandate, found in the Code of Federal Regulations (36 CFR 800), outline an involved consultation process known as the Section 106 process. The Section 106 process requires a federal lead agency to consult with the State Historic Preservation Officer.

American Indian Religious Freedom Act

The American Indian Religious Freedom Act, passed in 1978, serves to protect and preserve the traditional religious rights of American Indians, Eskimos, Aleuts, and Native Hawaiians. Before the Act was passed, certain federal laws interfered with the traditional religious practices of many American Indians.

Native American Graves Protection and Repatriation Act of 1990

The Native American Graves Protection and Repatriation Act establishes a federal policy of respect for, and protection of, Native American religious practices. It also has

provisions for allowing limited access to Native American religious sites. The Act provides for the repatriation of certain items from the federal government and certain museums to the native groups to which they once belonged. The Act defines "cultural items," "sacred objects," and "objects of cultural patrimony" and establishes a means for determining ownership of these items. However, the provisions for repatriation only apply to items found on federal lands.

Executive Order 13007 and Executive Order 13084

Executive Order 13007 requires federal agencies with land management responsibilities to allow access to and use of Indian sacred sites on public lands, and to avoid adversely affecting these sites. Executive Order 13084 reaffirms the government-to-government relationship between the federal government and recognized Indian tribes, and requires federal agencies to establish procedures for consultation with tribes. These executive orders only apply to projects that include federal undertakings.

4.8.3.2 State

CEQA and the California Register of Historical Resources

Historical resources are recognized as part of the environment under the California Environmental Quality Act (CEQA). The California Register of Historical Resources (California Register) is the authoritative guide for the State's historical resources, and properties included in the California Register are considered significant for the purposes of CEQA. The California Register includes resources listed, or formally determined eligible for listing, on the National Register of Historic Places, and some California State Landmarks and Points of Historical Interest. Properties of local significance designated under a local preservation ordinance (local landmarks or landmark districts), or that have been identified in a local historical resources inventory, may be eligible for listing in the California Register and are presumed to be significant resources for the purposes of CEQA unless a preponderance of evidence indicates otherwise (PRC § 5024.1, 14 CCR § 4850).

An archaeological site may be considered a historical resource if it is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California (PRC § 5020.1(j)), or if it meets the criteria for listing on the California Register (14 CCR § 4850).

The *CEQA Guidelines* direct lead agencies to evaluate an archaeological site to determine if it meets the criteria for listing in the California Register. If it does, potential adverse impacts must be considered. If an archaeological site is not a historical resource, but meets the definition of a "unique archaeological resource" as defined in PRC §21583.2, then it should be treated in accordance with the provisions of that section.

Substantial adverse change includes demolition, destruction, relocation, or alteration such that the significance of a historical resource would be impaired (PRC § 5020.1(q)). While demolition and destruction would constitute significant impacts, it is sometimes more difficult to assess when change, alteration, or relocation results in a substantial adverse change. The *CEQA Guidelines* provide that a project that alters those physical characteristics of historical resources that convey its significance (i.e., its character-defining features) can be considered to materially impair the resource's significance.

California Native American Graves Protection and Repatriation Act (2001)

The California Health and Safety Code, Division 7, Part 2, Chapter 5 (Sections 8010-8030) contains broad provisions for the protection of Native American cultural resources. The California Native American Graves Protection and Repatriation Act establishes policy to ensure that California Native American human remains and cultural items are treated with respect and dignity. The Act also provides the mechanism for disclosure and return of these items held by publicly-funded agencies and museums in California. Additionally, the Act outlines the mechanism by which California Native American tribes not recognized by the federal government may file claims for human remains and cultural items held in agencies or museums.

California Public Resources Code

The California Public Resources Code contains several sections applicable to the preservation of cultural resources and human remains. These sections detail procedures to be followed whenever Native American remains are found, and delineate the unauthorized disturbance or removal of archaeological, historical, paleontological resources, or human remains as an act punishable by law (Sections 5020, 5097.5, 5097.9-5097.996, 7050.5, 7051). As matter of law, the Project would comply with applicable provisions of the California Public Resources Code addressing preservation and protection of cultural resources and human remains.

California Code of Regulations

Under Title 14, Division 3, Section 4308, no person shall remove, injure, disfigure, deface, or destroy any object of archeological or historical interest or value.

Assembly Bill 52 (AB 52) Tribal Cultural Resources

Enacted as of July 1, 2015, AB 52 established a new category of resources under CEQA called "tribal cultural resources" that considers the tribal cultural values in addition to the scientific and archaeological values when determining impacts and mitigation. The Bill was built on the concept that California Native American tribes have the expertise "with regard to tribal history and practices" to identify significant cultural resources. To this end, AB 52 requires early consultation in the CEQA process to ensure that local and Tribal governments, public agencies, and project proponents have information available, early in the CEQA environmental review process, for the purpose of identifying and addressing potential adverse impacts to tribal cultural resources (TCRs).

AB 52 requires that the lead agency contact (in writing) all culturally affiliated tribes that could be affected by a project, within 14 days of deeming a development application complete. The notice commences a 30-day period for the tribe to request consultation. Upon receipt of a requested consultation, the lead agency has an additional 30 days to begin the consultation process. AB 52 states that the consultation concludes when either "1) the parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal resource, or 2) a party, acting on good faith and after a reasonable

effort, concludes that mutual agreement cannot be reached." AB 52 notes that the consultation can be ongoing throughout the CEQA process.

4.8.4 STANDARDS OF SIGNIFICANCE

Potential cultural resources impacts considered in this Section are consistent with those identified in Woodcrest Retail Center Project Initial Study, June 2025; County of Riverside, Environmental Assessment Form: Initial Study. The EIR Initial Study in its entirety is presented at EIR Appendix A.[3]

As established through the EIR Initial Study process, the Project could result in potentially significant impacts under the following topics, considered in detail within this Section:

- *Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5.*

- *Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5.*

- *Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:*

    - *Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or*

    - *A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c)*

[3] The topic of potential impacts to paleontological resources/unique geological resources has been appropriately located in this Section as this topic relates generally to impacts to cultural resources. By avoiding creation of an entire EIR section devoted to a single topic (in this case, paleontological resources/ unique geological resources) this organization of topics also reduces unnecessary paperwork as suggested under CEQA (CEQA Guidelines § 15006 Reducing Delay and Paperwork).

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

- *Potential to directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.*

Impacts determined previously determined not to be potentially significant through the EIR Initial Study process include the following:

- *Disturb any human remains, including those interred outside of formal cemeteries?*

This potential impact is not further substantively addressed within this Section. See also EIR Appendix A, Initial Study and EIR Table 1.7-1, Summary of Impacts Determined Not to be Potentially Significant.

For the purposes of CEQA, an "important archaeological, historical, or paleontological resource" is defined as follows.

A) A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources.

B) A resource included in a local register of historical resources, or identified as significant in an historical resource survey, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

C) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency

to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources, including the following:

1) A resource is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
2) A resource is associated with the lives of persons important in our past.

3) A resource embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values, or has yielded, or may be likely to yield, information important in prehistory or history.

Under CEQA, "tribal cultural resources" are sites, features, places, cultural landscapes,[4] sacred places, and objects with cultural value to a California Native American tribe that are either of the following:

- Included or determined to be eligible for inclusion in the California Register of Historical Resources, or

- Included in a local register of historical resources as defined in PRC §5020.1(k).

- Any resource that a lead agency, in its discretion and supported by substantial evidence, determines is significant under the criteria in PRC §5024.1(c), considering its significance to a California Native American tribe.

4.8.5 POTENTIAL IMPACTS AND MITIGATION MEASURES

4.8.5.1 Overview

Primary components of the Project cultural resources analysis and the analysis results are summarized below.

[4] PRC §21074(b) clarifies that a "cultural landscape" is a tribal cultural resource to the extent the landscape is geographically defined by its size and scope.

Project Phase I Cultural Resources Assessment

The Project Phase I Cultural Resources Assessment (Phase I Assessment) was prepared pursuant to CEQA, PRC Chapter 2.6, Section 21083.2, and CCR Title 14, Chapter 3, Article 5, Section 15064.5, and per *County of Riverside Planning Department Cultural Resources (Archaeological) Investigations Standard Scopes of Work*. The Phase I Assessment is intended to locate and document previously-recorded or new cultural resources, including archaeological sites, features, isolates, and historic-period buildings, that exceed 45 years in age within defined Project boundaries. The current Project site boundaries were examined using 10 to 15 meter transect intervals, where accessible. The Phase I Assessment is intended to determine whether cultural resources are located within the Project boundaries, whether any cultural resources are significant pursuant to the above-referenced regulations and standards, and to develop specific mitigation measures to address any potential significant impacts to existing or prospective resources.

Tasks included:

- Sacred Lands File search through the Native American Heritage Commission, and communications with recommended tribes and individuals;
- Cultural resources records search to review any previous studies conducted and the resulting cultural resources recorded within the Project site boundaries;
- Systematic pedestrian survey of the entire proposed impact area;
- Identification and recordation of all cultural resources on Department of Park and Recreation 523 forms;
- Development of recommendations and mitigation measures to any cultural resources documented within the Project boundaries, following CEQA and County guidelines.

(Phase I Assessment, pp. 7, 8)

Research

Records Search. Prior to fieldwork, a records search was conducted at the South Coastal Information Center (SCIC) at San Diego State University. The records search included a review of all prerecorded historic-period and prehistoric cultural resources, as well as a review of known cultural resources surveys and excavation reports generated from other

projects located within one mile of the Project site. In addition, a review was conducted of the Built Environment Resource Directory which summarizes listings from National Register of Historic Places (National Register), the California Register of Historical Resources (California Register), and documents and inventories from the California Office of Historic Preservation (OHP) (Phase I Assessment, p. 8).

Additional Research. Records and information available through the General Land Office maintained by the Bureau of Land Management, the County of Riverside Archives, and the Riverside County Assessor were also researched. Various other supplemental information sources included historicaerials.com, Newspapers.com, Ancestry.com, and the Built Environment Resource Directory hosted by the Office of Historic Preservation (Phase I Assessment, p. 8).

Field Survey. An intensive-level cultural resources field survey of the Project site was conducted on April 7, 2025. The survey was conducted by walking parallel transects spaced approximately 10 - 15 meters apart across 100 percent of the accessible Project site. Digital photographs were taken at various points within the Project boundaries. The California OHP Instructions for Recording Historical Resources were followed in the field using:

- Detailed note-taking; and
- Hand-held Garmin Global Positioning systems for mapping purposes.

(Phase I Assessment, p. 8)

Sacred Land File Search, Tribal Scoping, and Tribal Cultural Resources. The California Native American Heritage Commission (NAHC) has been contacted regarding the Project. A Sacred Lands File Search and a list of Native American tribes to contact has been requested. One notification and Project maps were sent to the NAHC, and to each listed Native American Tribe via regular mail and/or email. All potentially affected entities have been contacted to discuss whether any tribe or individual has knowledge of cultural resources, including tribal cultural resources (TCRs) and cultural landscapes, within the affected study area. Communications with Native American groups included a request for any information related to cultural landscapes, as well as burial sites,

architectural features, and artifacts, ceremonial sites, and sacred shrines (Phase I Assessment, p. 8).

Cultural Landscapes. Cultural landscapes are a category of cultural resource not always well defined in the parameters of a cultural resources assessment. While cultural landscapes can be identified during research and field surveys, they are often conceived by traditions or uses that are best understood by the cultural groups that have defined them. As a result, even if the potential for cultural landscapes is not identified during the research and field survey tasks, such potential may be revealed during the Tribal Scoping process, or by Assembly Bill 52 processes initiated by the County. The Lead Agency recognizes that particular attention be paid to potential cultural landscapes during this process since they may not be discernible in the usual areas of archaeological inquiry.

Research and Survey Results

Records Search Results. A cultural resource records search was completed at the South Coastal Information Center (SCIC) at San Diego State University. The records search revealed that 35 cultural resource studies have taken place resulting in the recording of 37 cultural resources within the research radius. Although none of the studies on file at the SCIC have assessed the Project site for cultural resources, one cultural resource (a historic-period adobe residence designated P-33-7824) was previously recorded within its boundaries. Detailed information regarding disposition of previous studies and cultural resources within one mile of the Project site is presented at Phase I Assessment, pp. 9, 10.

Additional Land Use Research Results. The earliest known owner of the Project site was Launson Lewis Schellenger. He acquired a 160-acre plot of land that included the Project site and brought his wife and son from Ohio to develop a homestead in the late 1800s. The family continued to inhabit the place after the death of Mr. Schellenger in 1911 (General Land Office 1895; Find a Grave 1911). Topographic maps from 1911 do not show any residences within the Project site boundaries, so the Schellenger family residence was apparently outside of the Project site (USGS 1911). Research has not indicated that the

Schellenger family ever developed the Project site. Histories of parcels comprising the Project site are presented at Phase I Assessment, pp. 11, 12.

Predictive Modeling Results. Cultural resources recorded in this portion of Riverside County indicate that historic agricultural and residential developments are locally common. Additionally, prehistoric use of bedrock for milling stations and lithic scatters and fire affected rock have also been identified in the general area, although these were not identified locally during the records search. These resources are commonly associated with vegetal (particularly seed) processing, chipped stone tool manufacture, trade, and cooking. As a result, the field survey emphasized careful inspection for artifacts and features associated with historic agricultural and residential use, and of suitable rock outcrops and soil exposures for the presence of related features and artifacts (Phase I Assessment, p. 12).

Field Survey Results. The Project site was surveyed on April 7, 2025. The Project archaeologist and representatives of Pechanga Band of Indians and Soboba Band of Luiseño Indians carefully inspected the Project site. Surface visibility was approximately 30 percent in areas that were not paved. The property has been subject to severe disturbances related to discing, former residential development and demolition, and commercial developments. During the field survey, personnel identified one historic period commercial building (a 7-Eleven) and one prehistoric bedrock milling site (designated "APP2501-P-1"), which are described in detail below.

A modern fast-food restaurant, and bank building were located on adjacent parcels, and the 7-Eleven building was contiguous with four commercial businesses. Of the buildings within the Project site, only the above-noted 7-Eleven was historic in age. None of the other buildings are potential historical resources and they are not addressed further. No other cultural resources of any kind (including historic-period or prehistoric archaeological resources or historic-period built environment resources) have been identified within the Project site. Sediment within the Project boundaries included dry, yellow-brown, slightly compact, silty loam soil with minimal levels of gravel (Phase I Assessment, p. 12).

7-Eleven

The 7-Eleven retail use occupies the eastern portion of a four-unit inline commercial building. The structure features a rectangular footprint with a false mansard roofline, clad in Spanish ceramic tiles. The foundation consists of a concrete base supporting the superstructure. The fenestration pattern is characterized by aluminum-framed windows on the south-facing elevation and a paired set of aluminum-framed glass doors at the primary entrance. The building envelope employs a two-tone exterior finish strategy: white stucco cladding extends across the eastern and northern elevations, while the southern façade is articulated with brown brick veneer that provides visual interest and textural contrast to the stucco-finished walls (Phase I Assessment, pp. 12, 13).

APP2501-P-1

This prehistoric archaeological resource (designated as APP2501-P-1) consists of two bedrock milling slicks. Both slicks are located on a single exposure near the southernmost portion of the outcrop. The bedrock milling stone outcrop is almost entirely covered with overgrowth and soil. A 15-meter buffer was surveyed at one-meter intervals to check for other archaeological components. No other archaeological materials were identified. Feature 1 comprises the northern slick, measuring 10 centimeters in diameter and 1 centimeter in depth and exhibiting light to moderate use wear (slight polish). Feature 2 comprises the southern slick, measuring 15 centimeters in diameter and 1.5 centimeters in depth and exhibiting light to moderate use wear (moderately polished) (Phase I Assessment, p. 13).

4.8.5.2 Impact Statements

Potential Impact: *Would the Project cause a substantial adverse change in the significance of a historic or archaeological resources as defined in §15064.5?*

Impact Analysis:

Potential Historic Resources

Records research and site survey results noted above substantiate the site's existing 7-Eleven use could comprise a potentially significant historic resource; and the milling site designated APP2501-P-1 could comprise a potentially significant archaeological resource. No other potentially significant historic or archaeological resources have been identified. Further evaluation of the existing 7-Eleven use and APP2501-P-1 are presented below.

7-Eleven

Criteria for potential inclusion of property on the California Register of Historical Resources are listed below:

1. It is associated with the events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the U.S.;
2. It is associated with the lives of persons important to local, California, or U.S. history;
3. It embodies the distinctive characteristics of a type, period, region, or method of construction, represents the work of a master, possesses high artistic values; and/or
4. It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

In addition to meeting one or more of the above criteria, the California Register requires that sufficient time has passed since a resource's period of significance to "obtain a scholarly perspective on the events or individuals associated with the resources" (CCR 4852).

As discussed in the Phase I Assessment, the existing 7-Eleven use fails under all the above-noted criteria. This historic-age building is therefore recommended as not eligible under any of the four criteria for listing on the California Register, and as such does not qualify as a historical resource under CEQA (Phase I Assessment, p. 14).

Potential Archaeological Resources

APP2501-P-1

The Phase I Assessment determined that the milling site designated APP2501-P-1 initially did not meet cultural resources significance criteria. However, the Assessment recognized that such milling sites may be determined to be significant through consultation between the lead agency and Native American entities—particularly when consultation establishes connections to events or series of events meaningful to their cultural traditions, including beliefs related to cultural landscapes. To determine whether APP2501-P-1 meets significance criteria under these consultative findings, a Phase II Testing Program was completed. An overview of the Phase II Testing Program, methodology, findings, and conclusions are summarized below. Please refer also to *Phase II Archaeological Testing Program, Woodcrest Retail Project* (BCR Consulting LLC) January 7, 2026 presented at EIR Appendix I.

Overview

The Phase I Assessment recorded one granite outcrop containing two milling slick features, temporarily designated "APP2501-P-1." The Phase I Assessment recommended systematic test excavation, artifact analysis, and a Phase II technical report to evaluate APP2501-P-1 under applicable California Register eligibility criteria (Phase II Testing Program, p. 1).

The Phase II Testing Program evaluated prehistoric bedrock milling site within the Project site temporarily designated "APP2501-P-1." The milling site was identified during the previous July 2025 Phase I survey, and comprises two milling slicks on a granite outcrop. All analysis was conducted pursuant to CEQA (Public Resources Code Chapter 2.6, Section 21083.2; CCR Title 14, Chapter 3, Article 5, Section 15064.5) and County of Riverside Planning Department Cultural Resources Archaeological Investigations Standard Scopes of Work.

To determine the potential cultural significance of these milling slicks, subsurface testing at the milling site was conducted on November 24, 2025, under coordination with the

Pechanga Band of Luiseño Indians (Pechanga Tribe) and Soboba Band of Luiseño Indians (Soboba Tribe) (Phase II Testing Program, p. 7).

The Phase II Testing Program goals were to gather information on site boundary, depth, stratigraphy, integrity, contents, spatial distribution of artifacts and faunal remains, cultural affiliation, and chronological indicators to determine California Register eligibility (Phase II Testing Program, p. 5).

Key Finding

The Phase II Testing Program yielded no surface or subsurface cultural materials, leading to a determination that the site is not eligible for California Register listing and is not considered a historical resource under CEQA (Phase II Testing Program, p. 7).

Fieldwork Methodology

The Phase II Testing Program fieldwork methodology comprised the following:

- Surface Collection: Re-examination of surface area for prehistoric artifacts prior to excavation.
- Shovel Test Pits (STPs): Judgmental sampling strategy considering proximity to known features, topography, and environmental factors.
- Excavation Protocol: STPs approximately 30 cm diameter, excavated at 20 cm intervals; excavation ceased if two adjacent sterile levels identified, bedrock reached, or depth of 80-100 cm achieved.
- Screening: All sediment dry screened through 1/8-inch hardware mesh to identify presence/absence of cultural remains.
- Documentation: Results documented on forms including provenience, artifact inventory, sediment characteristics, and stratigraphy.

(Phase II Testing Program, pp. 5, 6)

Native American Coordination

The Phase II Testing Program was submitted to and reviewed by Pechanga and Soboba tribal representatives. These representatives provided comments including requests for monitoring coordination and general concerns regarding the previous Phase I

Assessment. These comments have been addressed via written (email responses) and modifications to the Phase II Testing Program. All field activities were monitored by representatives of both Tribes. The Phase II Testing Program has also been reviewed by the County Archaeologist (Phase II Testing Program, p. 6).

Phase II Testing Program Field Results Summary

- Surface Collection: No artifacts found on surface.
- Subsurface Testing: Eight STPs excavated, strategically placed in relation to milling slicks, site topography, and areas with low potential for modern disturbances; all placements made in consultation with Pechanga and Soboba monitors.
- Soil Composition: Lightly to moderately compacted, slightly damp, dark-brown clay loam with decayed granite gravel inclusions (density ranging from absent to ~15%).
- Stratigraphy: Bedrock encountered at depths of 24-44 cm; no notable stratigraphy, soil changes, intact features, or dateable deposits observed.
- Cultural Materials: None recovered—surface examination and excavations yielded no previously undiscovered surface or buried cultural remains or visible signs of prehistoric cultural activity; negative findings precluded the need for collection, analysis, or further excavation.
- Documentation: Profile sketches not prepared due to the absence of findings.

(Phase II Testing Program, p. 7)

California Register Evaluation

For California Register eligibility, a property must meet one or more of the four criteria listed below:

1. Associated with events contributing to broad patterns of history or cultural heritage;
2. Associated with lives of important persons;
3. Embodies distinctive characteristics of a type, period, region, or method of construction; or

4. Has yielded, or has potential to yield, information important to prehistory or history.

(Phase II Testing Program, p. 8)

Evaluation of APP2501-P-1

During the previous Phase I Assessment, the APP2501-P-1 site was recommended as not eligible under the above-noted Criteria 1, 2, and 3, but potentially eligible under Criterion 4, pending Phase II Testing Program results. The Phase II Testing Program resulted in negative findings; therefore, the APP2501-P-1 site has not yielded and does not exhibit potential to yield information important to prehistory or history of the local area, California, or the nation. On this basis, APP2501-P-1 is not considered eligible for California Register listing (Phase II Testing Program, p. 8).

Although the milling site designated APP2501-P-1 is not considered a significant resource under applicable California Register criteria, the Phase I Assessment and Phase II Testing Program have collectively only evaluated a limited percentage of the site's subsurface area. The prehistoric archaeological site recorded during the Phase II Testing Program indicates that the Project site remains sensitive for buried cultural resources. On this basis, the potential for the Project to cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5 is considered potentially significant.

Level of Significance Before Mitigation: Potentially Significant.

Mitigation Measures: Consistent with recommendations presented in the Phase II Testing Program and conditions of approval/mitigation stipulated by the County, the following mitigation measures are incorporated.

4.8.1 Environmental Constraints Sheet

Prior to issuance of grading permits, the developer/applicant shall provide evidence to the Riverside County Planning Department that an Environmental Constraints Sheet has been included in the Grading Plans. This sheet shall indicate an area to be used for

relocation of the bedrock milling features that cannot be avoided by this Project. In addition, a permanent space within this area will be predetermined and designated on a confidential map for reburial of any artifacts that will be impacted and/or discovered during grading.

4.8.2 Feature Relocation

Site(s) APP2501-P-1 cannot be avoided through Project redesign. Prior to grading permit issuance: the Project Supervisor and Project Archaeologist and a representative from the consulting Tribe(s) shall meet onsite to determine the strategy for relocating the milling features to a permanent open space area predetermined and designated on a confidential map. Before construction activities are allowed to start and using professional archaeological methods, any visible artifacts shall be recovered and recorded, photo documentation of each feature in situ shall occur. The current Department of Parks and Recreation forms for the sites shall be updated, detailing which features were relocated, the process through which this was done, and updated maps using sub meter GIS technology to document the new location of each feature. The relocation information shall be included in the Phase IV Monitoring Report.

4.8.3 Native American Monitor

Prior to the issuance of grading permits, the developer/permit applicant shall enter into agreement(s) with the consulting tribe(s) for the appropriate number of Native American Monitor(s). In conjunction with the Archaeological Monitor(s), the Native American Monitor(s) shall attend the pre-grading meeting with the contractors to provide Cultural Sensitivity Training for all construction personnel. In addition, an adequate number of Native American Monitor(s) shall be on-site during all initial ground-disturbing activities and excavation of soils in each portion of the Project site including clearing, grubbing, tree removals, grading and trenching. In conjunction with the Archaeological Monitor(s), the Native American Monitor(s) have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources. Activities will be documented in Tribal Monitoring Notes which will be required to be submitted to the County Archaeologist prior to grading final inspection. The developer/permit applicant shall submit a fully executed copy of the agreement(s) to the County Archaeologist to ensure compliance with this condition of approval. Upon

verification, the Archaeologist shall clear this condition. This agreement shall not modify any condition of approval or mitigation measure.

4.8.4 Artifact Disposition

Prior to Grading Permit Final Inspection, in the event cultural resources are identified during ground-disturbing activities, the landowner(s) shall relinquish ownership of all cultural resources, (with the exception of sacred items, burial goods, and Human Remains) and provide evidence to the satisfaction of the County Archaeologist that all archaeological materials recovered during the archaeological investigations (this includes collections made during an earlier project, such as testing of archaeological sites that took place years ago), have been handled through the following method.

Historic Resources - All historic archaeological materials recovered during the archaeological investigations (this includes collections made during an earlier project, such as testing of archaeological sites that took place years ago), shall be curated at the Western Science Center, a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines.

Pre-contact resources - A fully executed reburial agreement with the appropriate culturally affiliated Native American tribe(s) or band(s). This shall include measures and provisions to protect the reburial area from any future impacts. Reburial shall not occur until all cataloguing, analysis and special studies have been completed on the cultural resources. Details of contents and location of the reburial shall be included in the Phase IV Report. The details of any disposition of artifacts shall be documented in the Phase IV Report.

4.8.5 Phase IV Monitoring Report

Prior to Grading Permit Final Inspection, a Phase IV Cultural Resources Monitoring Report shall be submitted that complies with the Riverside County Planning Department's requirements for such reports for all ground disturbing activities associated with this grading permit. The report shall follow the County of Riverside Planning Department Cultural Resources (Archaeological) Investigations Standard Scopes of Work posted on the

TLMA website. The report shall include results of any feature relocation or residue analysis required as well as evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting and evidence that any artifacts have been treated in accordance with procedures stipulated in the Cultural Resources Monitoring Plan. The report will also include the Tribal Monitoring notes as a confidential appendix. Once approved by the County Archaeologist, the Project Archaeologist shall provide a copy to the consulting tribes and the South Coastal Information Center (SCIC).

4.8.6 Human Remains

If human remains are found on this site, the developer/permit holder or any successor in interest shall comply with State Health and Safety Code Section 7050.5. Pursuant to State Health and Safety Code Section 7050.5, if human remains are encountered, no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resources Code Section 5097.98 (b), remains shall be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted by the coroner within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "Most Likely Descendant." The Most Likely Descendant shall then make recommendations and engage in consultation with the property owner concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. There will be no photography of human remains or associated resources.

4.8.7 Unanticipated Resources

The developer/permit holder or any successor in interest shall comply with the following for the life of this permit. If during ground disturbance activities, unanticipated cultural resources are discovered, the following procedures shall be followed:

All ground disturbance activities within 100 feet of the discovered cultural resource shall be halted and the Project archaeologist shall call the County Archaeologist immediately

upon discovery of the cultural resource. A meeting shall be convened between the developer, the Project archaeologist, the Native American tribal representative, and the County Archaeologist to discuss the significance of the find. At the meeting with the aforementioned parties, a decision is to be made, with the concurrence of the County Archaeologist, as to the appropriate treatment (documentation, recovery, avoidance, etc.) for the cultural resource. Resource evaluations shall be limited to nondestructive analysis.

Further ground disturbance shall not resume within the area of the discovery until the appropriate treatment has been accomplished. A cultural resource site is defined, for this condition, as being a feature and/or three or more artifacts in close association with each other. Tribal Cultural Resources are also considered cultural resources. If not already employed by the Project developer, a County-approved archaeologist and a Native American Monitor from the consulting tribe(s) shall be employed by the Project developer to assess the significance of the cultural resource, attend the meeting described above, and continue monitoring of all future site grading activities as necessary.

4.8.8 Project Archaeologist

Prior to issuance of grading permits, the applicant/developer shall provide evidence to the County of Riverside Planning Department that a County-certified professional archaeologist (Project Archaeologist) has been contracted to implement a Cultural Resource Monitoring Program (CRMP). A Cultural Resource Monitoring Plan shall be developed in consultation with the monitoring tribe(s) that addresses the details of all activities and provides procedures that must be followed in order to reduce the impacts to cultural, tribal cultural and historic resources to a level that is less than significant as well as address potential impacts to undiscovered buried archaeological resources associated with this Project. A fully executed copy of the contract and a digitally signed copy of the Monitoring Plan shall be provided to the County Archaeologist to ensure compliance with this condition of approval. Working directly under the Project Archaeologist, an adequate number of qualified Archaeological Monitors shall be present to ensure that all earth moving activities are observed and shall be on-site during all grading activities for areas to be monitored including off-site improvements. Inspections will vary based on the rate of excavation, the materials excavated, and the presence and abundance of artifacts and

features. The Professional Archaeologist may submit a detailed letter to the County of Riverside during grading requesting a modification to the monitoring program if circumstances are encountered that reduce the need for monitoring.

Level of Significance After Mitigation: Less-Than-Significant.

Potential Impact: *Would the Project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074?*

Impact Analysis:
SB18 and AB52 Tribal Consultation Summary

SB18
Senate Bill 18 (SB18) also called the Traditional Tribal Cultural Places bill was signed into law September of 2004 and took effect March 1, 2005. SB 18 refers to PRC §5097.9 and 5097.995 which defines cultural places as: Native American sanctified cemetery place of worship, religious or ceremonial site, or sacred shrine (PRC §5097.9). Native American historic, cultural, or sacred site, that is listed or may be eligible for listing in the California Register of Historic Resources pursuant to Section 5024.1, including any historic or prehistoric ruins, any burial ground, any archaeological or historic site (PRC §5097.993). SB 18 established responsibilities for local governments to contact, provide notice to, refer plans to, and consult with California Native American Tribes that have been identified by the NAHC and if that tribe requests consultation after local government outreach as stipulated in Government Code (GC) §65352.3. The purpose of this consultation process is to protect the identity of the cultural place and to develop appropriate and dignified treatment of the cultural place in any subsequent project. The consultation is required whenever a general plan, specific plan, or open space designation is proposed for adoption or to be amended. In addition to the requirements stipulated above, SB 18 amended GC §65560 to "allow the protection of cultural places in open space element of the general plan" and amended Civil Code §815.3 to add "California Native American tribes to the list of entities that can acquire and hold conservation easements for the purpose of protecting their cultural places."

As part of the application process, California Native American Tribes must be given the opportunity to consult with the County for the purpose of preserving, mitigating impacts to, and identifying cultural places located on Project land.

In compliance with Senate Bill 18 (SB18), on May 27, 2025, Riverside County requested a Sacred Lands File search and a consultation list from the Native American Heritage Commission (NAHC) of tribes whose historical extent includes the Project area. Based on the June 20, 2025 list provided by NAHC, Project notices were sent to 14 Native American Tribal representatives. There was no response from the Cabazon Band of Cahuilla Indians, Cahuilla Band of Indians, Los Coyotes Band of Cahuilla and Cupeño Indians, Pala Band of Mission Indians, Quechan Indian Tribe of the Fort Yuma Reservation, Quechan Indian Tribe of the Fort Yuma Reservation, Santa Rosa Band of Cahuilla Indians, or Torres-Martinez Desert Cahuilla Indians.

AB52

Changes in the California Environmental Quality Act, effective July 2015, require that the County address a new category of cultural resources – tribal cultural resources – not previously included within the law's purview. Tribal cultural resources are those resources with inherent tribal values that are difficult to identify through the same means as archaeological resources. These resources can be identified and understood through direct consultation with the tribes who attach tribal value to the resource. Tribal cultural resources may include Native American archaeological sites, but they may also include other types of resources such as cultural landscapes or sacred places. The appropriate treatment of tribal cultural resources is determined through consultation with tribes.

In compliance with Assembly Bill 52 (AB52), notices regarding this Project were mailed to all requesting tribes on May 27, 2025. There was no response from the Rincon Band of Luiseño Indians, Pala Band of Mission Indians, San Manuel Band, Ramona Band of Cahuilla, Cahuilla Band of Indians, Colorado River Indian Tribes (CRIT), or Santa Rosa Band of Cahuilla Indians.

Twenty-Nine Palms Band of Mission Indians

The Twenty-Nine Palms Band of Mission Indians responded in an emailed letter dated July 7, 2025. The letter stated, "*Twenty-Nine Palms Band of Mission Indians has determined: The Project is outside of the known Chemehuevi Traditional Use Area. The other tribes who do have cultural affiliation with the Project area should be contacted.*"

Agua Caliente Band of Cahuilla

The Agua Caliente Band of Cahuilla Indians responded in an emailed letter dated June 26, 2025. In the letter, the Tribe deferred consultation to other local tribes in the area but requested they be provided with the Phase I cultural report.

Augustine Band of Cahuilla Indians

The Augustine Band of Cahuilla Indians responded in an emailed letter dated June 10, 2025. In the letter, the Tribe stated that "*they were not aware of any specific resources in the area and did not desire formal consultation.*"

Pechanga Band of Indians

The Pechanga Band of Indians requested to consult under both SB18 and AB52 in an email dated June 10, 2025. In the email, Pechanga stated that the Undertaking is a part of '*Atáaxum* (Luiseño) territory, and therefore the Tribe's aboriginal territory as evidenced by the existence of cultural features associated with religious practice and an extensive artifact record in the vicinity of the Project. This culturally sensitive area is affiliated with the Pechanga Band of Indians because of the Tribe's cultural ties to this area as well as their extensive history with the County and other projects within the area. No specific TCRs were identified in the letter. Project documents were provided to the tribe on July 29, 2025, March 3, 2026 and April 27, 2026. On October 7, 2025 and March 11, 2026, meetings were held in which this Project was discussed. Pechanga provided information that the Project is situated within a TCR landscape. No specifics were provided by Pechanga regarding the geographic size of the TCR, or what it consists of. Further, no specific impacts were identified by the Tribe. Consultation was concluded on May 28, 2026.

Morongo Band of Mission Indians

The Morongo Band of Mission Indians responded in a letter dated August 19, 2025, requesting to consult on this Project. Project documents were provided to the Tribe on August 19, 2025, October 15, 2025, and March 3, 2026. On October 15, 2025, a meeting was held in which this Project was discussed. No TCRs or impacts to these were identified by Morongo. Consultation was concluded on May 28, 2026.

Soboba Band of Luiseno Indians

The Soboba Band of Luiseno Indians responded in an emailed letter dated June 24, 2025. The letter stated, "*The information provided to us on said Project has been assessed through our Cultural Resource Department, where it was concluded that although it is outside the existing reservation, the Project area does fall within the bounds of our Tribal Traditional Use Areas. The Project area is considered sensitive by the people of Soboba, as there are existing sites in the surrounding areas. An in-house database search identified multiple areas of potential impact. Based on the sensitive nature of the substantial information that will be disclosed by the tribe, specifics will be discussed in a confidential setting, during consultation.*" Project documents were provided to Soboba on March 3, 2026, and a meeting was held on April 15, 2026, in which this Project was discussed. Soboba provided information that the Project is situated within a TCR landscape. No specifics were provided by Soboba regarding the geographic size of the TCR, or what it consists of. Further, no specific impacts were identified by the Tribe. Consultation was concluded on May 28, 2026.

Summary

Consultation with the Soboba and Pechanga Tribes conducted as part of the Phase II Testing Program indicates that the Project could result in potentially adverse impacts to TCRs. More specifically, the site of APP2501-P-1 would be unavoidably and permanently disturbed during site preparation and Project construction. The site designated APP2501-P-1 cannot be avoided through Project redesign. In this regard, the APP2501-P-1 site is critical to functional vehicular circulation and truck access within the developed Project site. Although not considered to qualify under California Register criteria, the APP2501-P-1 site is considered to be of cultural importance to the Soboba and Pechanga Tribes. Impacts to APP2501-P-1 would therefore have the potential to cause a substantial adverse

change in the significance of a tribal cultural resource as defined in Public Resources Code 21074.

Level of Significance Before Mitigation: Potentially Significant.

Mitigation Measures: All of the consulting tribes expressed concern that additional resources may be identified during the grading process and recommended that a Native monitor be present during ground-disturbing activities. That way if there are any additional resources, they will be handled in a timely and professional manner. In addition, the tribes asked for an area to be set aside for relocation of the bedrock milling feature and also to be used in the event any resources are identified during grading or any ground-disturbing activities associated with this Project. No specific impacts to TCRs were identified; however, with the inclusion of the following mitigation measures (also included above under the topic of potential impacts to archaeological resources), impacts to tribal cultural resources would be less than significant.

4.8.1 Environmental Constraints Sheet

Prior to issuance of grading permits, the developer/applicant shall provide evidence to the Riverside County Planning Department that an Environmental Constraints Sheet has been included in the Grading Plans. This sheet shall indicate an area to be used for relocation of the bedrock milling features that cannot be avoided by this Project. In addition, a permanent space within this area will be predetermined and designated on a confidential map for reburial of any artifacts that will be impacted and/or discovered during grading.

4.8.2 Feature Relocation

Site(s) APP2501-P-1 cannot be avoided through Project redesign. Prior to grading permit issuance: the Project Supervisor and Project Archaeologist and a representative from the consulting Tribe(s) shall meet onsite to determine the strategy for relocating the milling features to a permanent open space area predetermined and designated on a confidential map. Before construction activities are allowed to start and using professional archaeological methods, any visible artifacts shall be recovered and recorded, photo documentation of each feature in situ shall occur. The current Department of Parks and

Recreation forms for the sites shall be updated, detailing which features were relocated, the process through which this was done, and updated maps using sub meter GIS technology to document the new location of each feature. The relocation information shall be included in the Phase IV Monitoring Report.

4.8.3 Native American Monitor

Prior to the issuance of grading permits, the developer/permit applicant shall enter into agreement(s) with the consulting tribe(s) for the appropriate number of Native American Monitor(s). In conjunction with the Archaeological Monitor(s), the Native American Monitor(s) shall attend the pre-grading meeting with the contractors to provide Cultural Sensitivity Training for all construction personnel. In addition, an adequate number of Native American Monitor(s) shall be on-site during all initial ground-disturbing activities and excavation of soils in each portion of the Project site including clearing, grubbing, tree removals, grading and trenching. In conjunction with the Archaeological Monitor(s), the Native American Monitor(s) have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources. Activities will be documented in Tribal Monitoring Notes which will be required to be submitted to the County Archaeologist prior to grading final inspection. The developer/permit applicant shall submit a fully executed copy of the agreement(s) to the County Archaeologist to ensure compliance with this condition of approval. Upon verification, the Archaeologist shall clear this condition. This agreement shall not modify any condition of approval or mitigation measure.

4.8.4 Artifact Disposition

Prior to Grading Permit Final Inspection, in the event cultural resources are identified during ground-disturbing activities, the landowner(s) shall relinquish ownership of all cultural resources, (with the exception of sacred items, burial goods, and Human Remains) and provide evidence to the satisfaction of the County Archaeologist that all archaeological materials recovered during the archaeological investigations (this includes collections made during an earlier project, such as testing of archaeological sites that took place years ago), have been handled through the following method.

Historic Resources - All historic archaeological materials recovered during the archaeological investigations (this includes collections made during an earlier project, such as testing of archaeological sites that took place years ago), shall be curated at the Western Science Center, a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines.

Pre-contact resources - A fully executed reburial agreement with the appropriate culturally affiliated Native American tribe(s) or band(s). This shall include measures and provisions to protect the reburial area from any future impacts. Reburial shall not occur until all cataloguing, analysis and special studies have been completed on the cultural resources. Details of contents and location of the reburial shall be included in the Phase IV Report. The details of any disposition of artifacts shall be documented in the Phase IV Report.

4.8.5 Phase IV Monitoring Report

Prior to Grading Permit Final Inspection, a Phase IV Cultural Resources Monitoring Report shall be submitted that complies with the Riverside County Planning Department's requirements for such reports for all ground disturbing activities associated with this grading permit. The report shall follow the County of Riverside Planning Department Cultural Resources (Archaeological) Investigations Standard Scopes of Work posted on the TLMA website. The report shall include results of any feature relocation or residue analysis required as well as evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting and evidence that any artifacts have been treated in accordance with procedures stipulated in the Cultural Resources Monitoring Plan. The report will also include the Tribal Monitoring notes as a confidential appendix. Once approved by the County Archaeologist, the Project Archaeologist shall provide a copy to the consulting tribes and the South Coastal Information Center (SCIC).

4.8.6 Human Remains

If human remains are found on this site, the developer/permit holder or any successor in interest shall comply with State Health and Safety Code Section 7050.5. Pursuant to State

Health and Safety Code Section 7050.5, if human remains are encountered, no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resources Code Section 5097.98 (b), remains shall be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted by the coroner within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "Most Likely Descendant." The Most Likely Descendant shall then make recommendations and engage in consultation with the property owner concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. There will be no photography of human remains or associated resources.

4.8.7 Unanticipated Resources

The developer/permit holder or any successor in interest shall comply with the following for the life of this permit. If during ground disturbance activities, unanticipated cultural resources are discovered, the following procedures shall be followed:

All ground disturbance activities within 100 feet of the discovered cultural resource shall be halted and the Project archaeologist shall call the County Archaeologist immediately upon discovery of the cultural resource. A meeting shall be convened between the developer, the Project archaeologist, the Native American tribal representative, and the County Archaeologist to discuss the significance of the find. At the meeting with the aforementioned parties, a decision is to be made, with the concurrence of the County Archaeologist, as to the appropriate treatment (documentation, recovery, avoidance, etc.) for the cultural resource. Resource evaluations shall be limited to nondestructive analysis.

Further ground disturbance shall not resume within the area of the discovery until the appropriate treatment has been accomplished. A cultural resource site is defined, for this condition, as being a feature and/or three or more artifacts in close association with each other. Tribal Cultural Resources are also considered cultural resources. If not already employed by the Project developer, a County-approved archaeologist and a Native

American Monitor from the consulting tribe(s) shall be employed by the Project developer to assess the significance of the cultural resource, attend the meeting described above, and continue monitoring of all future site grading activities as necessary.

Level of Significance After Mitigation: Less-Than-Significant.

Potential Impact: *Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

Impact Analysis:

Paleontological Resources

Riverside County staff indicates that the Project site and vicinity properties are within an area that has the potential to contain paleontological resources. Accordingly, a Paleontological Resources Investigation Report[5] has been prepared for the Project and is included at EIR Appendix I. In summary, the Report concludes that:

> "The vast majority of the Project site is underlain by fill, residual soils, and the Val Verde Tonalite, which are all assigned a low paleontological potential, while the southeastern margin of the Project site is underlain by old alluvial fan deposits assigned a high paleontological potential. Earthwork in areas of low paleontological potential will not result in impacts to paleontological resources and will not require any form of paleontological mitigation. Earthwork in the area of high paleontological potential [located at the southeast extremity of the Project site] has the potential to impact significant paleontological resources; however, because this area has been previously developed (i.e., the underlying deposits are likely disturbed) and the earthwork proposed for this area is minimal, it is suggested that earthwork in this area has a low potential to impact significant paleontological resources."

[5] See: *Paleontological Resources Assessment, Woodcrest Retail Center* (Department of PaleoServices, San Diego Natural History Museum) Revised January 16, 2026, p. 10.

The area considered to have the potential to contain paleontological resources is indicated at Figure 4.8-1, *Paleontological Potential Rating*. Resources in this area may be encountered during site excavations or trenching for utilities. Accordingly, there is a potential for the Project to directly or indirectly destroy a unique paleontological resource. This is a potentially significant impact.

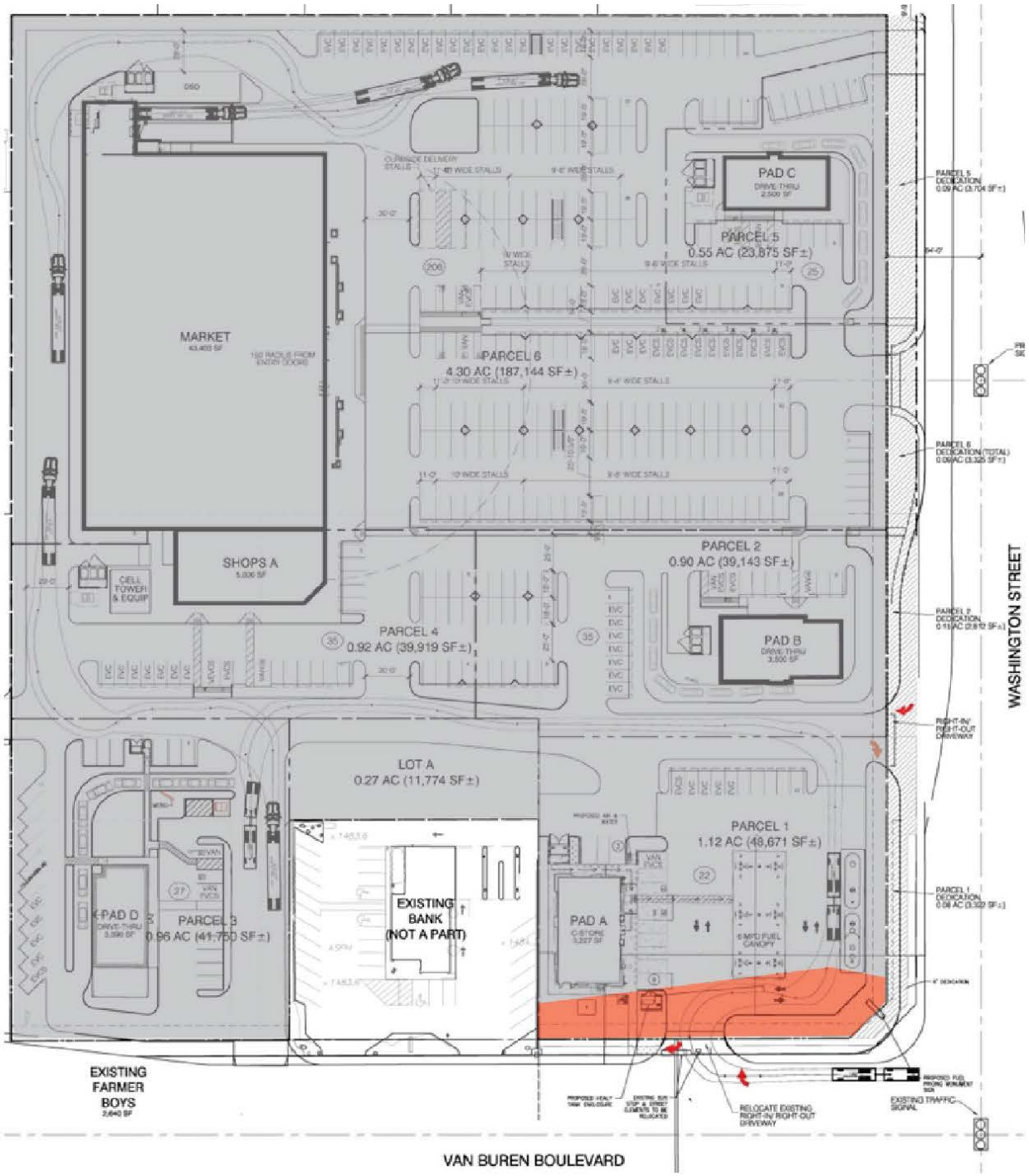
Level of Significance: Potentially Significant.

Mitigation Measure: As recommended by the Paleontological Resources Investigation Report,[6] and consistent with County requirements, the following mitigation measure is incorporated:

4.8.9 *The Applicant shall retain a qualified Project Paleontologist approved by the County. The Project Paleontologist shall be onsite during all ground-disturbing activities that could affect the southeast Project site area illustrated at Figure 4.8-1. In the case of an inadvertent discovery of paleontological resources, work at the location of the discovery shall cease and a 50-foot-radius buffer around the discovery site shall be established. Earthwork shall be diverted from the buffered area and the property owner and Riverside County Geologist shall be notified. A qualified Project Paleontologist approved by the County of Riverside shall be retained. The discovery site shall not be disturbed until the Project Paleontologist evaluates the find. If the Project Paleontologist assesses the paleontological resources to be significant, subsequent earthwork shall be monitored by a qualified paleontological monitor as deemed necessary by the Project Paleontologist. Any recovered significant fossil remains shall be prepared, identified, and curated into the designated fossil repository (by preference, the Western Science Center), and a final summary report shall be prepared.*

Level of Significance After Mitigation: Less-Than-Significant.

[6] Paleontological Resources Report, p. 10.



Paleontological Potential Rating:

Low paleontological potential

High paleontological potential

Source: San Diego Natural History Museum

Figure 4.8-1
Areas of Paleontological Potential

Geological Features

With regard to unique geological features, the County has not established criteria for determining what comprises a unique geological feature. Other relevant agency criteria however indicates that a geological feature could be generally considered unique if it:

- Is the best example of its kind locally or regionally;
- Embodies the distinctive characteristics of a geologic principle that is exclusive locally or regionally;
- Provides a key piece of geologic information important in geology or geologic history;
- Is a "type locality" of a geological feature;
- Is a geologic formation that is exclusive locally or regionally;
- Contains a mineral that is not known to occur elsewhere in the County; or
- Is used repeatedly as a teaching tool.[7]

The Project site soils are characterized by a thin layer (ranging from 1/2 to 1 foot thick) of sandy clay fill overlying native soils. The native soils include a layer of residual deposits situated above slightly to moderately weathered granite bedrock. These residual soils are mainly composed of sandy clays and clayey sands, with depth variability from about 1 to 11 feet below the existing grade, averaging around 5 feet. The residual soils originate from decomposed granite produced by prolonged weathering of the underlying bedrock. In the weathered granite, soils are primarily sand and silty sand (Project Geotechnical Investigation[8], p. 3).

These soil types are common within the County and Southern California, and do not comprise unique geological features as described above. The Project does not propose uses or activities that would indirectly contribute to or result in potentially adverse impacts to a unique geological feature.

[7] *County of San Diego Guidelines for Determining Significance Unique Geology* (County of San Diego, Department of Planning and Land Use Department of Public Works) June 30, 2007, p. 1.
[8] *Geotechnical Investigation, Woodcrest Retail Center* (Geotechnical Professionals Inc.) April 24, 2026, EIR Appendix J.

Based on the preceding, the potential for the Project to directly or indirectly destroy a unique geological feature is considered less than significant.

Level of Significance [impacts to geological features]: Less-Than-Significant.

4.9 HAZARDS/HAZARDOUS MATERIALS

4.9 HAZARDS/HAZARDOUS MATERIALS

Abstract

Potential hazards/hazardous materials impacts considered in this Section are consistent with those identified in Woodcrest Retail Center Project Initial Study, June 2025; County of Riverside, Environmental Assessment Form: Initial Study. The EIR Initial Study in its entirety is presented at EIR Appendix A.

As established through the EIR Initial Study process, the Project could result in potentially significant impacts under the following topic, considered in detail within this Section:

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

As substantiated by the analysis presented in this Section, the above potential impact of the Project would be less-than-significant.

Impacts determined previously determined not to be potentially significant through the EIR Initial Study process include the following:

- *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

- *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?*

- *Impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan?*

- *Be located on a site which is included on a list of hazardous materials sites compiled pursuant and, as a result, would it create a significant hazard to the public or the environment?*

- *Result in an inconsistency with an Airport Master Plan?*

- *Require review by the Airport Land Use Commission?*

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

- *For a Project within the vicinity of a private airstrip, or heliport, would the Project result in a safety hazard for people residing or working in the Project area?*

The above potential impacts are not further substantively addressed within this Section. See also EIR Appendix A, Initial Study and EIR Table 1.7-1, Summary of Impacts Determined Not to be Potentially Significant.

4.9.1 INTRODUCTION

The analysis presented in this Section addresses the potential impacts of hazards and/or hazardous materials associated with the construction and operation of the proposed Project. The analysis considers potential hazards resulting from the Project, including potential effects at off-site land uses. Information presented in this Section is summarized in part from: *Draft Phase I Environmental Site Assessment Report* (Converse Consultants) August 19, 2020 (Project Phase I ESA); California Department of Toxic Substances Control database; *Geotechnical Feasibility Investigation, Proposed Woodcrest Retail Center* (Geotechnical Professionals Inc.) August 10, 2020; *Geotechnical Feasibility Investigation, Proposed Woodcrest Retail Center* (Geotechnical Professionals Inc.)

November 6, 2020; *Geotechnical Investigation, Woodcrest Retail Center* (Geotechnical Professionals Inc.) April 24, 2026; and *Woodcrest Retail Center Air Quality Analysis* (Urban Crossroads, Inc.) September 9, 2025.

4.9.2 SETTING

The physical setting of the Project presented below provides context for potential hazards associated with, or resulting from, the Project.

4.9.2.1 Project Site

The Project site is approximately 1500 feet above mean sea level with surface topography sloping towards the south. The Project site is underlain by Mesozoic granite, quartz monzonite, granodiorite and quartz diorite. Historically, depth to groundwater beneath the site has ranged from approximately 3 feet to 17 feet below ground surface (bgs). According to the report, the groundwater flow direction was to the southwest (Project Phase I ESA, p. 11).

The Project site was undeveloped as early as 1901. Between 1931 and present day, the Project site has accommodated various residential and commercial uses (Project Phase I ESA, p. 23).

Current Project site land uses are summarized at Table 4.9-1. A parcel map correlating with the listed APNs is presented at Figure 4.9-1. Representative photos of the Project site and vicinity properties are presented at Figures 4.9-2 and 4.9-3.

Table 4.9-1
Existing Project Site Land Uses

Assessor Parcel Number (APN)	Area (Acres)	Existing Land Use
273-130-014	2.33	Vacant and Undeveloped.
273-130-019	2.58	Vacant and Undeveloped.
273-141-003	1.30	Vacant and Undeveloped.
273-141-004	0.82	In-Line Shops and 7-Eleven w/Gas Station (7-11 @ 2,400 s.f.; bike store @ 2,400 s.f., smoke shop @ 1,200 s.f., nail shop @ 1,200 s.f., fish taco shop @ 1,200 s.f.). *Note: All existing facilities on this parcel will be demolished.*
273-141-005	0.52	Farmer Boys Fast Food Restaurant (approx. 2,640 s.f.)
273-141-006	0.89	Vacant/Surface Parking Areas.
273-141-007	0.98	Vacant/Surface Parking Areas.
	Total: 9.42 Acres (Gross)*	

Sources: Riverside County - Map My County; Woodcrest Retail Center Site Development Concept-March 2025, Project Applicant.
Note: * Total based on available APN data. ALTA Survey calculates the total site at 9.31 gross acres.



N

NOT TO SCALE

Source: Google Earth; Applied Planning, Inc.

applied planning inc

Figure 4.9-1
Project Parcel Map









Source: Converse Consultants

Figure 4.9-2
Site Photos









Source: Converse Consultants

applied planning inc

Figure 4.9-3
Site Photos

4.9.2.2 Vicinity Land Uses

Existing land uses of vicinity properties are described below and depicted at Figure 4.9-4.

- **North:** Properties are developed with single-family residences along the northwest Project site boundary. Northeast of, and adjacent to, the Project site is the Woodcrest Montessori Education Center.

- **South:** South of the Project site, across Van Buren Boulevard, properties are developed with commercial uses or are vacant and undeveloped.

- **West:** West of the Project site, properties are developed with single-family residences and commercial uses.

- **East:** East of the Project site, across Washington Street, properties are developed with commercial uses (including an existing Stater Bros. grocery store [Store No. 80]) and single-family residences.

The Project does not propose facilities or operations that would alter vicinity land uses.



N

NOT TO SCALE

Source: Google Earth; Applied Planning, Inc.

Figure 4.9-4
Existing Land Uses

4.9.3 EXISTING HAZARDS/HAZARDOUS CONDITIONS

Existing hazardous conditions affecting the Project site and surrounding areas have been identified within the Phase I ESA, as summarized below.

4.9.3.1 Other Considerations

The Project Phase I ESA indicates that there are no Recognized Environmental Conditions (RECs)[1] affecting the Project site (Phase I ESA, p. iv). Other general environmental conditions noted in the Phase I ESA included the following:

- Historical operations of septic systems and/or seepage pits within the Project site.
- The existing gasoline station operations and two closed Leaking Underground Storage (LUST) cases in the southeastern portion of the Project site.
- The presence of a possible clarifier adjacent to the 7-Eleven building in the southeastern portion of the Project site.
- The identification of the operation of a 2,000-gallon diesel fuel Underground Storage Tank (UST) south of the Project site, across Van Buren Boulevard.
- The identification of previous drycleaning operations east of the Project site, across Washington Street.
- The Voluntary Cleanup Program (VCP) case for the property located at the southeast corner of Van Buren Boulevard at Washington Street.
- The identification of an active gas and oil service station southwest of the Project site, at the corner of Van Buren Boulevard at King Avenue.

[1] A Recognized Environmental Condition (REC) is defined as:
The presence or likely presence of any hazardous substances or petroleum products in, on, or at a property:
- Due to a release to the environment,
- The likely release to the environment, or
- Under conditions that pose a material threat of a future release to the environment. (ASTM E1527-21).

RECs do not include de minimis conditions, which are minor and generally do not present a threat to human health or the environment and would not be subject to enforcement action by regulatory agencies.

4.9.4 HAZARDS/HAZARDOUS MATERIALS POLICIES AND REGULATIONS

Discharges of hazardous materials could occur during the construction and/or operation of the Project. Numerous federal, state, and local laws have been enacted to regulate and manage hazardous materials. Implementation of these laws and the associated management of hazardous materials are regulated independently of the CEQA process, through programs administered by various agencies at the federal, state, and local levels. An overview of regulatory agencies and certain key hazardous materials laws and regulations applicable to the Project, and to which the Project must conform, is provided below. Collectively, mandated compliance with these hazards/hazardous materials policies and regulations acts to maintain potential hazardous materials impacts at levels that would be less than significant.

4.9.4.1 Federal

Several federal agencies regulate hazardous materials. These include the United States Environmental Protection Agency (USEPA), the United States Occupational Safety and Health Administration (USOSHA), and the United States Department of Transportation (USDOT). Applicable Federal Regulations are contained primarily in Titles 10, 29, 40, and 49 of the Code of Federal Regulations (CFR). In particular, Title 49 of the CFR governs the manufacture of packaging and transport containers; packing and repacking; labeling and the marking of hazardous material transport. Some of the major federal laws and issue areas include the following statutes and implementing regulations:

- Resources Conservation and Recovery Act (RCRA) - hazardous waste management;
- Hazardous and Solid Waste Amendments Act (HSWA) - hazardous waste management;
- Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) - cleanup of contamination;
- Superfund Amendments and Reauthorization Act (SARA) - cleanup of contamination; and
- Emergency Planning and Community Right-to-Know (SARA Title III) - business inventories and emergency response planning.

The USEPA is the primary federal agency responsible for the implementation and enforcement of hazardous materials regulations. In most cases, enforcement of environmental laws and regulations established at the federal level is delegated to state and local environmental regulatory agencies.

In addition, with respect to emergency planning, the Federal Emergency Management Agency (FEMA) is responsible for ensuring the establishment and development of policies and programs for emergency management at the federal, state, and local levels. This includes the development of a national capability to mitigate against, prepare for, respond to, and recover from a full range of emergencies.

Hazardous Waste Handling

The USEPA has authorized the California Department of Toxic Substance Control (DTSC) to enforce hazardous waste laws and regulations in California. Requirements place "cradle-to-grave" responsibility for hazardous waste disposal on the shoulders of hazardous waste generators. Waste generators must ensure that their wastes are disposed of properly, and legal requirements dictate the disposal requirements for many waste streams (e.g., a ban on many types of hazardous wastes from landfills).

Hazardous Materials Transport

The USDOT Office of Hazardous Materials Safety has developed regulations pertaining to the transport of hazardous materials and hazardous wastes by all modes of transportation, as outlined in Title 49 of the CFR. The U.S. Postal Service has developed additional regulations for the transport of hazardous materials by mail. USDOT regulations specify packaging requirements for different types of materials. USEPA has also promulgated regulations for the transport of hazardous wastes. These more stringent requirements include tracking shipments with manifests to ensure that wastes are delivered to their intended destinations.

4.9.4.2 State

The primary state agencies with jurisdiction over hazardous chemical materials management are the DTSC and the State Water Quality Control Board (SWQCB). Other

state agencies involved in hazardous materials management are the Department of Industrial Relations, California OSHA (Cal OSHA) implementation, Office of Emergency Services (OES - California Accidental Release Prevention Implementation), Air Resources Board (ARB), California Department of Transportation (Caltrans), State Office of Environmental Health Hazard Assessment (OEHHA - Proposition 65 implementation) and CalRecycle (formerly the California Integrated Waste Management Board, CIWMB). The enforcement agencies for hazardous materials transportation regulations are the California Highway Patrol (CHP) and Caltrans. Hazardous materials and waste transporters are responsible for complying with all applicable packaging, labeling, and shipping regulations.

Relevant hazardous materials management laws in California include, but are not limited to, the following statutes and implementation regulations:

- Hazardous Materials Management Act - business plan reporting;
- Hazardous Waste Control Act - hazardous waste management;
- Safe Drinking Water and Toxic Enforcement Act of 1986 (Proposition 65) - release of and exposure to carcinogenic chemicals;
- Hazardous Substance Act - cleanup of contamination; and
- Hazardous Materials Storage and Emergency Response.

California Environmental Protection Agency

The California Environmental Protection Agency (CalEPA) has broad jurisdiction over hazardous materials management in the state. Within CalEPA, the DTSC has primary regulatory responsibility for hazardous waste management and cleanup. Enforcement of regulations has been delegated to local jurisdictions that enter into agreements with DTSC for the generation, transport, and disposal of hazardous materials under the authority of the Hazardous Waste Control Law.

Along with the DTSC, the SWQCB is responsible for implementing regulations pertaining to management of soil and groundwater investigation and cleanup. SWQCB regulations are provided at CCR Title 27. CCR Title 27 is "Environmental

Protection" and includes statewide regulations primarily for solid waste management, land disposal, and related environmental programs. Additional state regulations applicable to hazardous materials are provided at Title 22, Division 4.5 "Environmental Health Standards for the Management of Hazardous Waste." CCR Title 26 "Toxics" functions primarily as a cross-title compilation that points to toxics-related regulations housed in other Titles.

Department of Toxic Substances Control

The Resource Conservation and Recovery Act (RCRA) of 1976 is the principal federal law that regulates the generation, management, and transportation of hazardous materials and other wastes. The DTSC regulates hazardous waste in California primarily under the authority of the federal RCRA, and the California Health and Safety Code. Other laws that affect hazardous waste are specific to handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning. In addition, DTSC reviews and monitors legislation to ensure that the position reflects the DTSC's goals. From these laws, DTSC's major program areas develop regulations and consistent program policies and procedures. The regulations spell out what hazardous waste handlers must do to comply with the laws.

California law provides the general framework for regulation of hazardous wastes by the Hazardous Waste Control Law (HWCL) passed in 1972. DTSC is the State's lead agency in implementing the HWCL. The HWCL provides for state regulation of existing hazardous waste facilities, which include "any structure, other appurtenances, and improvements on the land, used for treatment, transfer, storage, resource recovery, disposal, or recycling of hazardous wastes," and requires permits for, and inspections of, facilities involved in generation and/or treatment, storage and disposal of hazardous wastes.

California Accidental Release Prevention Program (CalARP)

The CalARP program (CCR Title 19, Division 2, Chapter 4.6) covers certain businesses that store or handle more than a certain volume of specific regulated substances at their facilities. The list of regulated substances is found in Article 8, Section 2770.5 of the

CalARP program regulations. The businesses that use a regulated substance above the noted threshold quantity must implement an accidental release prevention program, and some may be required to complete a Risk Management Plan (RMP). An RMP is a detailed engineering analysis of the potential accident factors present at a business and the mitigation measures that can be implemented to reduce this accident potential. The purpose of an RMP is to decrease the risk of an off-site release of a regulated substance that might harm the surrounding environment and community. An RMP includes the following components: safety information, hazard review, operating procedures, training, maintenance, compliance audits, and incident investigation. The RMP must consider the proximity to sensitive populations located in schools, residential areas, general acute care hospitals, long-term health care facilities, and child day-care facilities, and must also consider external events such as seismic activity.

Hazardous Materials Transportation

In California, the CHP has the primary responsibility for enforcing federal and state regulations and responding to hazardous materials transportation emergencies. Specifically, Section 31303 of the California Vehicle Code requires that when hazardous materials are transported on state or interstate highways, the highway(s) that offer the shortest overall transit time possible shall be used. Transportation of hazardous materials along any city or state roadways is subject to all hazardous materials transportation regulations established by the CHP and Caltrans. Transporters of hazardous materials and waste are responsible for complying with all applicable packaging, labeling, and shipping regulations.

Investigation and Cleanup of Contaminated Sites

The oversight of hazardous materials release sites often involves several different agencies that may have overlapping authority and jurisdiction. The DTSC and SWQCB are the two (2) primary state agencies responsible for issues pertaining to hazardous materials release sites. Air quality issues related to remediation and construction at contaminated sites are also subject to federal and state laws and regulations that are administered at the local level.

Investigation and remediation activities that would involve potential disturbance or release of hazardous materials must comply with applicable federal, state, and local hazardous materials laws and regulations. The DTSC has developed standards for the investigation of sites where hazardous materials contamination has been identified or could exist based on current or past uses. The standards identify approaches to determine if a release of hazardous wastes/substances exists at a site and delineate the general extent of contamination; estimate the potential threat to public health and/or the environment from the release and provide an indicator of relative risk; determine if an expedited response action is required to reduce an existing or potential threat; and complete preliminary project scoping activities to determine data gaps and identify possible remedial action strategies to form the basis for development of a site strategy.

4.9.4.3 Regional

Southern California Association of Governments (SCAG)

SCAG is the regional agency for coordination between various local agencies within the six-county region covering Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial counties. The region covers more than 38,000 square miles and is home to more than 18 million people. SCAG is the designated Regional Transportation Planning Agency, and is responsible for preparing plans and developing goals, policies, and programs to ensure regional cooperation. One such program is the Southern California Compass Blueprint Growth Vision. SCAG works with local governments and other entities in the region to implement the program's four (4) principles: Mobility, Livability, Prosperity, and Sustainability. SCAG is also responsible for preparing the Regional Comprehensive Plan and Guide (RCPG), an advisory plan to achieve a sustainable balance between environmental, economic, and social interests throughout the SCAG region.

South Coast Air Quality Management District (SCAQMD)

The SCAQMD establishes Rules that regulate or control various air pollutant emissions and emissions sources within the South Coast Air Basin (Basin). The SCAQMD is the regulatory agency responsible for improving air quality for large areas of Los Angeles,

Orange, Riverside and San Bernardino counties, including the Coachella Valley. The SCAQMD coordinates its actions with local, state, and federal government agencies, the business community, and private citizens to achieve and maintain healthy air quality for Riverside County.

Certified Unified Program Agency (CUPA)

A CUPA is an agency of a county or city that administers several state programs regulating hazardous materials and hazardous wastes. Riverside County Department of Environmental Health Hazardous Materials Branch is the CUPA for all incorporated cities and towns and unincorporated areas.

Riverside County Department of Environmental Health Hazardous Materials Branch administers the following HazMat programs:

- California Accidental Release Prevention Program
- Underground Storage Tanks
- Aboveground Petroleum Storage Tanks
- Waste Generator
- Waste Treatment (Tiered)
- Hazardous Materials Business Plan
- Emergency Response Team

4.9.4.4 Local

Riverside County Multi-Jurisdictional Local Hazard Mitigation Plan (MJ-LHMP)

The Riverside County Multi-Jurisdictional Local Hazard Mitigation Plan (MJ-LHMP) is a comprehensive strategy designed to reduce or eliminate long-term risks to people and property from natural and human-caused hazards across Riverside County and its participating jurisdictions. The MJ-LHMP assesses past disaster occurrences and estimates the probability of future occurrences. The MJ-LHMP addresses a variety of hazard types including but not limited to wildland fire, electrical outages, extreme weather, pipeline disruptions, and hazardous materials incidents. The MJ-LHMP also

establishes goals to reduce or eliminate potential risks to people and property from natural and human-caused hazards.

Riverside County Ordinances

As a matter of law, the Project would be required to comply with all applicable Riverside County Ordinances. Ordinances addressing hazards and potential hazards relevant to the Project considered here are summarized below.

Ordinance No. 457

Ordinance No. 457 adopts and amends California Title 24 building codes (fire, building, plumbing, electrical, etc.). Provisions of the Ordinance as amended reflect distinctive requirements of the County. The Ordinance is specifically designed to address and mitigate hazards such as earthquakes, landslides, flooding, and other threats to public health and safety. The Ordinance aims to protect public health, safety, and welfare by ensuring that new buildings and improvements are constructed to minimize risks from natural hazards. This includes requirements for seismic safety, landslide risk reduction, and proper site grading.

Ordinance No. 615[2]

Ordinance No. 615 is focused on regulating businesses that generate, store, handle, dispose, treat, or recycle hazardous waste within the county. The Ordinance aims to protect public health, safety, and the environment by enforcing standards for the proper handling, storage, treatment, and disposal of hazardous waste, thereby minimizing hazards associated with these materials. Businesses must comply with both state and county requirements regarding hazardous waste, and failure to comply can result in enforcement actions by the County.

[2] Riverside County operates Household Hazardous Waste Collection Facilities where residents and qualifying small businesses can dispose of hazardous materials including mercury thermometers, pesticides, batteries, paint, solvents, used oil, antifreeze, and other chemicals at no charge. Any hazardous waste generated by Project tenants or employees must be disposed of in compliance with County Ordinances No. 615 and 651, either through County collection facilities or licensed hazardous waste management contractors, as appropriate based on waste type and source.

Ordinance No. 617

Ordinance No. 617 regulates underground tank systems containing hazardous substances. The primary purpose of this Ordinance is to implement Chapter 6.7 of the California Health and Safety Code (Sections 25280 et seq.), which establishes a program to prevent contamination from improper storage of hazardous substances in underground tanks. The Ordinance aims to: ensure newly installed underground tank systems meet appropriate construction standards; require that existing underground tank systems are properly maintained, monitored, and inspected; and protect public health, property, and resources from hazards associated with leaks or contamination from underground storage of hazardous materials.

Ordinance No. 651

Riverside County Ordinance No. 651, as amended by Ordinances including No. 651.1 and most recently Ordinance No. 651.5, implements Health and Safety Code Chapter 6.95 by requiring disclosure of hazardous materials, preparation and submittal of business emergency plans, and issuance of permits for businesses that handle hazardous materials. The Ordinance is specifically designed to: prevent hazardous materials releases that could pose threats to public health, safety, and the environment; ensure rapid and effective response in the event of an accidental release; and minimize the potential for environmental contamination and harm to the community by enforcing rigorous standards for hazardous materials management.

4.9.5 STANDARDS OF SIGNIFICANCE

As established through the EIR Initial Study process, the Project could result in potentially significant impacts under the following topic, considered in detail within this Section:

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

Impacts determined previously determined not to be potentially significant through the EIR Initial Study process include the following:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

- 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?

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

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

- Result in an inconsistency with an Airport Master Plan?

- Require review by the Airport Land Use Commission?

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

- For a Project within the vicinity of a private airstrip, or heliport, would the Project result in a safety hazard for people residing or working in the Project area?

The above potential impacts are not further substantively addressed within this Section. See also EIR Appendix A, Initial Study and EIR Table 1.7-1, Summary of Impacts Determined Not to be Potentially Significant.

4.9.6 POTENTIAL IMPACTS AND MITIGATION MEASURES

4.9.6.1 Impact Statements

Potential Impact: *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.*

Impact Analysis: The Project proposes conventional retail/commercial development. The Project does not propose facilities or operations that would emit hazardous emissions or handle hazardous or acutely hazardous materials or substances. There is the potential however for the Project to result in localized concentrations of pollutants that could potentially affect proximate sensitive receptors, including school uses. Of relevance to the Project considered here are potential impacts at the Montessori Education Center located north of and adjacent to the Project site. The Localized Significance Thresholds (LST) analysis, prepared as one component of the EIR Air Quality Analysis[3], substantiates that all Project localized air pollutant emissions impacts would be less than significant. This includes potential impacts at the Montessori Education Center. For ease of reference, the AQIA LST analysis is presented below.

Localized Significance Threshold (LST) Analysis

The SCAQMD has established that impacts to air quality are significant if there is a potential to contribute or cause localized exceedances of the national and/or state ambient air quality standards (NAAQS/CAAQS). Collectively, the NAAQS/CAAQS establish LSTs.

[3] EIR Appendix D, *Woodcrest Retail Center Air Quality Analysis* (Urban Crossroads Inc.) April 7, 2026, Section 4.6 *Localized Air Quality Impacts*, pp. 38 – 44.

LSTs were developed in response to the SCAQMD Governing Board's Environmental Justice Initiative I-4. More specifically, to address potential Environmental Justice implications of localized air pollutant impacts, the SCAQMD adopted LSTs indicating whether a project would cause or contribute to localized air quality impacts and thereby cause or contribute to potential localized adverse health effects. LSTs apply to carbon monoxide (CO), nitrogen dioxide (NO_2), particulate matter less than 10 microns (PM_{10}), and particulate matter less than 2.5 microns ($PM_{2.5}$). LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable national or state ambient air quality standard at the nearest residence or sensitive receptor. Though not required, lead agencies may employ LSTs as another indicator of significance in its air quality impact analyses. Please refer also to the detailed discussion of LSTs and localized air quality impacts presented at AQIA Section 4.6 *Localized Air Quality Impacts,* pp. 38 –44.

Emissions Considered/Methodology

LSTs apply to carbon monoxide (CO), nitrogen dioxide (NO_2), particulate matter less than 10 microns (PM_{10}), and particulate matter less than 2.5 microns ($PM_{2.5}$). The Project LST analysis incorporates, and is consistent with, protocols and methodologies established in *Final Localized Significance Threshold Methodology* (Methodology). [4]The Methodology clearly states that "off-site mobile emissions from the Project should NOT be included in the emissions compared to LSTs." Accordingly, the Project LST analysis considers only "on-site" emissions sources.

Receptors

Localized air quality impacts were evaluated at proximate sensitive receptor land uses. Sensitive receptors in the Project study area include residences and the site-adjacent Woodcrest Montessori Education Center. Sensitive receptors nearest the Project site are described below and identified at Figure 4.9-5.

[4] See: https://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf

- Receptor R1 represents the residence at 16200 Washington Street, approximately 132 feet east of the Project site. Receptor R1 is placed at the façade facing the Project site.
- Receptor R2 represents the residence at 16851 Palamino Place, approximately 89 feet west of the Project site. Receptor R2 is placed at the façade facing the Project site.
- Receptor R3 represents the residence at 16961 Tava Lane, approximately 130 feet north of the Project site. Receptor R3 is placed at the façade facing the Project site.
- Receptor R4 represents the Woodcrest Montessori Education Center at 16191 Washington Street, approximately 7 feet north of the Project site.



LEGEND:

Site Boundary | Receptor Locations | Distance from receptor to Project site boundary (in feet)

N

NOT TO SCALE

Source: Urban Crossroads, Inc.; Applied Planning, Inc.

applied planning inc

Figure 4.9-5
Sensitive Receptors

Construction-Source Emissions LST Analysis

Localized construction-source emissions were modeled employing AERMOD. AERMOD is an SCAQMD-approved atmospheric dispersion modeling system developed to estimate localized dispersion of air pollutants. Maximum daily localized construction-source emissions concentrations that would result from the Base Development Concept and the Parcel 1 Option Development Concept are presented in Tables 4.9-2 and 4.9-3, respectively. Emissions levels are compared to applicable thresholds.

Table 4.9-2
Base Development Concept
Localized Construction-Source Emissions Impacts Summary

Peak Construction	CO		NO_2	$PM_{10}T$	$PM_{2.5}T$
	Averaging Time				
	1-Hour	8-Hours	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	0.11	0.04	0.07	6.15	3.30
Background Concentration [A]	3.3	1.8	0.056		
Total Concentration	3.41	1.84	0.13	6.15	3.30
SCAQMD Localized Significance Threshold	20	9	0.18	10.40	10.40
Threshold Exceeded?	NO	NO	NO	NO	NO

Source: *Woodcrest Retail Center Air Quality Impact Analysis* (Urban Crossroads, Inc.) September 9, 2025.

Table 4.9-3
Parcel 1 Option Concept
Localized Construction-Source Emissions Impacts Summary

Peak Construction	CO		NO_2	$PM_{10}T$	$PM_{2.5}T$
	Averaging Time				
	1-Hour	8-Hours	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	0.11	0.04	0.07	6.15	3.30
Background Concentration	3.3	1.8	0.056		
Total Concentration	3.41	1.84	0.13	6.15	3.30
SCAQMD Localized Significance Threshold	20	9	0.18	10.40	10.40
Threshold Exceeded?	NO	NO	NO	NO	NO

Source: *Woodcrest Retail Center Air Quality Impact Analysis* (Urban Crossroads, Inc.) September 9, 2025.

As indicated at Tables 4.9-2 and 4.9-3, localized construction-source emissions would not exceed applicable LSTs and would therefore be less than significant.

Level of Significance: Less-Than-Significant.

Operational-Source Emissions LST Analysis

The Project Operational-Source Emissions LST Analysis evaluates emissions generated by all on-site stationary/area sources inclusive of on-site landscaping/maintenance activities, facility energy consumption, and all on-site vehicle travel. [5] Please refer also to the Project AQIA at Section 4.6.8, *Operational-Source Localized Emissions*. Project operational-source localized emissions impacts under the Base Development Concept and the Parcel 1 Option Development Concept are summarized at Tables 4.9-4 and 4.9-5, respectively. Emissions levels are compared to applicable thresholds.

Table 4.9-4
Base Development Concept
Localized Operational-Source Emissions Impacts Summary

Peak Operation	CO		NO_2	$PM_{10}T$	$PM_{2.5}T$
	Averaging Time				
	1-Hour	8-Hours	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	0.18	0.10	0.02	2.09	0.77
Background Concentration	2.8	1.4	0.102		
Total Concentration	2.98	1.50	0.12	2.09	0.77
SCAQMD Localized Significance Threshold	20	9	0.18	2.5	2.5
Threshold Exceeded?	NO	NO	NO	NO	NO

Source: *Woodcrest Retail Center Air Quality Impact Analysis* (Urban Crossroads, Inc.) September 9, 2025.

[5] It is noted here that CalEEMod outputs do not separate on-site and off-site emissions from mobile sources. The longest on-site vehicle travel distance is estimated at 0.20 miles. Accordingly, a separate CalEEMod run for operational LSTs has been prepared that accounts for the 0.20-mile on-site travel distance. Outputs from the model runs for operational LSTs are provided at AQIA Appendix 4.2.

Table 4.9-5
Parcel 1 Option Concept
Localized Operational-Source Emissions Impacts Summary

Peak Operation	CO		NO_2	$PM_{10}T$	$PM_{2.5}T$
	Averaging Time				
	1-Hour	8-Hours	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	0.18	0.10	0.02	2.14	0.80
Background Concentration	2.8	1.4	0.102		
Total Concentration	2.98	1.50	0.12	2.14	0.80
SCAQMD Localized Significance Threshold	20	9	0.18	2.5	2.5
Threshold Exceeded?	NO	NO	NO	NO	NO

Source: *Woodcrest Retail Center Air Quality Impact Analysis* (Urban Crossroads, Inc.) September 9, 2025.

As indicated at Tables 4.9-4 and 4.39-5, Project maximum daily operational-source emissions concentrations would not exceed applicable LSTs, and would therefore be less-than-significant.

Potential Impacts From Gasoline Fuel Dispensing

Additionally, the EIR AQIA specifically evaluates the potential for the Project retail gas station to result in potentially significant health risks through the emission of Toxic Air Contaminants (TACs) (e.g., benzene, hexane, methyl tert-butyl ether (MTBE), toluene, xylene). These emissions have the potential to contribute to health risk in the Project vicinity. It should be noted that standard regulatory controls would apply to the Project in addition to any permits required that demonstrate appropriate operational controls. For purposes of this evaluation, potential cancer risks attributable to the Project gasoline station emissions were determined consistent with the methodology presented in CARB and California Air Pollution Control Officers Association (CAPCOA) Gasoline Service Station Industry Wide Risk Assessment Technical Guidance, which provides a screening-level risk estimates tool for gasoline dispensing operations.[6]

[6] CARB Gasoline Service Station Industrywide Risk Assessment Guidance; https://ww2.arb.ca.gov/resources/documents/gasoline-service-station-industrywide-risk-assessment-guidance

The Project's proposed retail gas station fuel canopy would be located approximately 505 feet (154 meters) southwest of the nearest sensitive receptors, the residential uses located northeast of the Project site, across Washington Street.

As substantiated by the AQIA screening analysis, the sensitive receptors nearest the Project's gasoline service station fuel dispensing canopy would experience a maximum TAC-source cancer risk of approximately 1.55 in one million, and the nearest worker receptor would experience a maximum TAC-source cancer risk of approximately 3.27 in one million. Receptors at greater distances typically experience reduced exposure risks due to pollutant dispersion as source-receptor distances increase.

The estimated cancer risks noted above are substantially below the applicable SCAQMD cancer-risk significance threshold of 10 in one million. The gasoline-dispensing facility's hazardous-air-emissions impact on nearby sensitive receptors would therefore be less-than-significant. The AQIA also notes that its screening-level risk estimates are conservative and are intended to overstate, rather than understate, potential impacts. See EIR Appendix D, AQIA, page 47.

School notification

Notwithstanding the less-than-significant hazardous air emissions finding, the following administrative measure is recommended to ensure that the County considers the applicability of *CEQA Guidelines* section 15186(b):

Prior to the County's certification of the Final EIR, County staff shall determine whether *CEQA Guidelines* section 15186(b) applies to the Project's proposed gasoline-dispensing facility. If applicable, the County, as CEQA Lead Agency, shall consult with the Riverside Unified School District and provide written notice of the proposed Project and its hazardous air emissions analysis no fewer than 30 days before taking the applicable CEQA approval action.

The County shall also provide a courtesy copy of the notice and hazardous air emissions analysis to Woodcrest Montessori Education Center, as a private-school sensitive receptor located within one-quarter mile of the proposed fueling canopy, and shall invite written comments. The administrative record shall include the County's applicability determination, consultation materials, notices, proof of delivery, comments received, and the County's written responses.

Any notification and associated documentation, if required or provided, shall be incorporated in the Project Final EIR.

Additionally, as a matter of law, the Project's gasoline dispensing facility would be required to comply with all applicable South Coast Air Quality Management District ("SCAQMD") rules and permitting requirements.[7] Before installing or modifying gasoline-dispensing equipment, the Project Applicant would be required to obtain a SCAQMD Permit to Construct. Following installation and verification of required vapor-recovery testing, the Applicant would be required to obtain a Permit to Operate before operating the facility. These regulatory requirements would minimize potential air-quality effects associated with construction and operation of the Project's gasoline dispensing facility. The County would require evidence of the applicable SCAQMD permits before issuing development permits or authorizing the relevant construction and operation, as appropriate.

Summary

Based on the preceding, the potential for the Project to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school would be less than significant.

Level of Significance: Less-Than-Significant.

[7] See: https://www.aqmd.gov/home/permits/gasoline-dispensing

Other

Site Preparation and Construction Considerations

The Phase I ESA concluded that the Project site is not adversely affected by any RECs that would warrant mitigation. The Phase I ESA does, however, note existing conditions that contractors/developers should be aware of. These include:

- Existence of a 55-gallon drum labeled as "hazardous waste" on the 7-Eleven property (APN 273-141-004) located in the southeast portion of the Project site;
- Existing trash and debris within the Project site, or trash and debris that may be generated by site development activities; and
- Septic systems/seepage pits that may be encountered during site-disturbing activities.

To address these conditions, the Phase I ESA recommended the following actions:

HAZ-1 Ensure appropriate disposal/removal of the 55-gallon drum labeled as "hazardous waste" from the 7-Eleven property (APN 273-141-004) located in the southeast portion of the Project site.

HAZ-2 Ensure appropriate disposal of all trash and construction debris.

HAZ-3 During excavation/grading activities, any encountered septic systems/seepage pits shall be handled in accordance with adopted grading and building codes.

HAZ-4 All demolition activities for the Project shall comply with County demolition permit requirements, including the safe handling, removal, and disposal of any hazardous materials encountered, such as asbestos-containing materials, lead-based paints, mercury, and PCB-containing substances. Any identified hazardous materials must be managed and disposed of in accordance with all applicable laws and regulations, including the Environmental Protection Agency's Universal Waste Rule and relevant provisions of the State of California Code of Regulations.

HAZ-5 It is recommended that all imported soil and fill material be tested to assess any contaminants of concern meet screening levels as outlined in DTSC's PEA Guidance Manual. Additionally, DTSC Information Advisory Clean Imported Fill Material Fact Sheet should be referenced if imported fill is required.

Additionally, the Project Geotechnical Investigations (EIR Appendix J) indicate that certain portions of the Project site are underlain by granitic bedrock. These areas of bedrock would be removed during site preparation activities. As discussed in the Project April 24, 2026 Geotechnical Investigation, granitic bedrock "could possibly be excavated using a larger excavator, by using a hydraulic concrete attachment, or ripping with D8R or D9R shank ripper. (Project April 24, 2026 Geotechnical Investigation, p. 12).

HAZ-6 If blasting is required, the following procedures and actions are recommended. Blasting is typically achieved by drilling blast holes not larger than 3 inches in diameter and spacing not be greater than about 6 feet. Blast hole depths will be dependent on the depth of required hard rock excavation. All procedures and recommendations listed below shall be performed by a qualified and licensed blasting subcontractor:

- Obtain all necessary licenses and permits prior to the commencement of blasting operations. Local permits for the site-specific blasting operations are typically issued by the County Fire Department.
- Prepare a work and safety plan for the blasting operations.
- Examine the blast and construction site and provide written notice to all residences or businesses within approximately 1,000 feet of the blast area.
- Perform and document a pre-blast survey of structures and improvements located within approximately 1,000 feet of the blasting site. Include video/photographs of crack conditions in nearby structures.
- Monitor the blasting operations with portable seismographs to determine the ground motion particle velocity and air noise. Blasting operations should limit the maximum peak particle velocity acceptable to nearby residences and businesses.

- Accurate records shall be maintained of each blast including explosive quantities, delay system used and hole diameter and spacing.
- Maintain an exclusion zone of at least 50 feet for entry of unauthorized personnel at the blast site.
- Blasting shall be controlled such that vibration, fly rock and air noise do not cause damage to nearby structures, undue annoyance to nearby residents, or danger to employees on the project. Seismic records and blasters log should be reviewed after each blast to ensure that particle velocity limits are met.
- Provide audible warning signals and guards in sufficient numbers to assure that people, property and improvements will not be endangered during blasting operations.
- Blasting shall be performed during hours acceptable to the community which is typically between the hours of 8:00 a.m. and 5:00 p.m. Monday through Friday.
- Post-blast inspections shall be performed at structures and improvements located within 1,000 feet of the blasting site.

HAZ-7

- Per requirements of the Riverside County Department of Environmental Health, Environmental Cleanup Program (RCDEH-ECP), a Soil Management Plan (SMP), or equivalent, shall be submitted for review prior to grading permit issuance. The SMP shall address any potential environmental concern that may be encountered during grading operations.
- Additionally, the following Project areas require soil sampling prior to grading permit issuance.
- The possible clarifier location by the 7-Eleven, APN 273-141-004, shall be sampled prior to grading permit issuance. Soil sampling in the area of the current and historical Underground Storage Tanks (USTs) shall be conducted prior to grading permit issuance.[8]

[8]Any removal of existing underground storage tanks would be subject to review, plan-check approval, inspection, and other requirements administered by the Riverside County Department of Environmental Health, Hazardous Materials Management Branch. Prior to removal, the Applicant would be required to submit applicable plans and supporting information, pay required fees, use qualified contractors, provide

- The locations of the septic tank area and dispersal field associated with APN 273-141-004 shall sampled prior to grading permit issuance.
- All, existing or discovered, on-site wastewater treatment systems (OWTS)/septic systems and wells, shall be properly removed/abandoned under permit with the Riverside County Department of Environmental Health.

The above recommendations have been incorporated in the Project Description "Best Management Practices." It is suggested that the Lead Agency also include these recommendations as Project Conditions of Approval.

advance notice for County inspections, and comply with applicable federal, state, and local requirements, including California Health and Safety Code Chapter 6.7, California Code of Regulations title 23, division 3, chapter 16, and Riverside County Code title 8, chapter 8.140. If evidence of a petroleum release is encountered, soil sampling, reporting, and any necessary corrective action would be required under County direction before backfilling or site redevelopment proceeds.

4.10 HYDROLOGY/WATER QUALITY

4.10 HYDROLOGY/WATER QUALITY

Abstract

Potential hydrology/water quality impacts considered in this Section are consistent with those identified in Woodcrest Retail Center Project Initial Study, June 2025; County of Riverside, Environmental Assessment Form: Initial Study. The EIR Initial Study in its entirety is presented at EIR Appendix A.

As established through the EIR Initial Study process, the Project could result in potentially significant impacts under the following topics, considered in detail within this Section:

- *Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality;*
- *Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river or through the addition of impervious surfaces;*
- *Result in substantial erosion or siltation on-site or off-site;*
- *Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-site or off-site;*
- *Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or*
- *Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.*

As supported by the analysis in this Section, potential hydrology/water quality impacts under the above topics would be less-than-significant. Please refer also to supporting technical analyses presented in Preliminary Project Specific Water Quality Management Plan *(DRC Engineering, Inc.) Revised June 4, 2026 and* Preliminary Hydrology Analysis For: Stater Bros. Relocation *(DRC Engineering, Inc.) June 4, 2026, EIR Appendix K.*

Impacts previously determined not to be potentially significant through the EIR Initial Study process include the following:

- *Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin;*

- *Impede or redirect flood flows;*

- *In flood hazard, tsunami, or seiche zones, risk the release of pollutants due to project inundation.*

These potential impacts are not further substantively addressed within this Section. See also EIR Appendix A, Initial Study and EIR Table 1.7-1, Summary of Impacts Determined Not to be Potentially Significant.

4.10.1 INTRODUCTION

Information presented in this Section has been summarized or excerpted from: *Preliminary Project Specific Water Quality Management Plan* (DRC Engineering, Inc.) Revised June 4, 2026 (Project PWQMP) and *Preliminary Hydrology Analysis For: Stater Bros. Relocation* (DRC Engineering, Inc.) June 4, 2026 (Project Hydrology Analysis), and are presented at DEIR Appendix K. Additional source and background information presented in this Section was obtained from the California State Water Resources Control Board (SWRCB), the Santa Ana Regional Water Quality Control Board (SARWQCB),

County of Riverside General Plan (General Plan)[1], and the Riverside County Flood Control and Water Conservation District (RCFCWCD).

4.10.2 SETTING

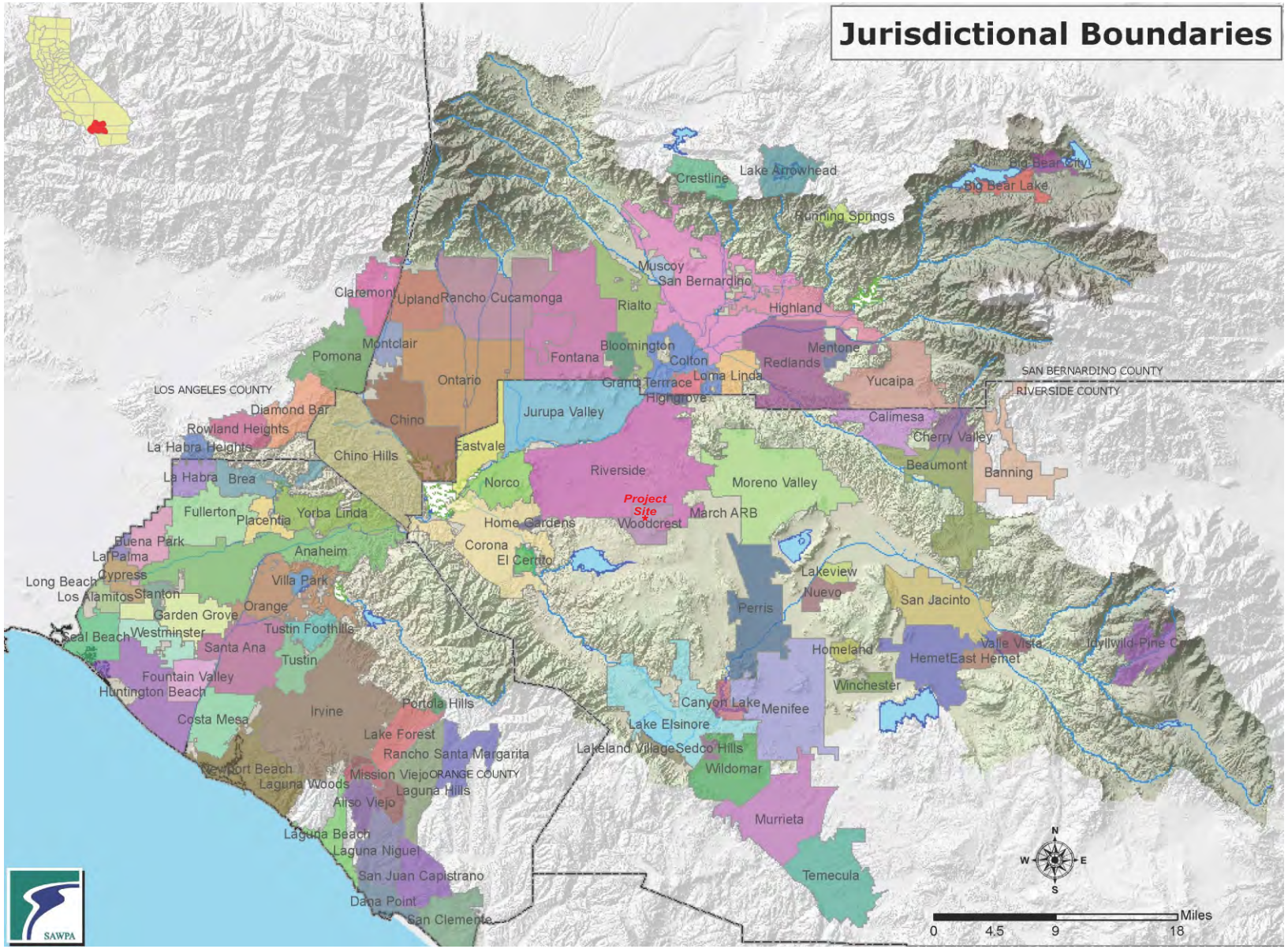
4.10.2.1 Regional Hydrology

The Project site and surrounding region lie within the Santa Ana River Watershed and Santa Ana Hydrologic Basin Planning Area (Basin Planning Area). The community of Woodcrest and the Project site are located in the central portion of the watershed, south of the City of Riverside. Please refer to Figure 4.10-1.

The Santa Ana River Watershed is the largest watershed in Southern California, covering approximately 2,650 to 2,840 square miles across parts of San Bernardino, Riverside, Orange, and Los Angeles counties. The watershed encompasses a diverse range of environments, from high mountain ranges such as the San Bernardino, San Gabriel, and San Jacinto Mountains, to arid inland valleys, chaparral, and urbanized coastal plains. The Santa Ana River itself originates in the San Bernardino Mountains, flows nearly 100 miles southwest, and empties into the Pacific Ocean near Huntington Beach. The watershed plays a vital role in supplying water to the region.

The watershed is highly urbanized and regulated. Major flood control infrastructure such as the Prado Dam divide upper and lower watershed areas. Other watershed features include significant recreational areas, parks, and open spaces, and is managed collaboratively by numerous agencies to balance water supply, flood control, habitat conservation, and public access.

[1] Any subsequent reference to the Riverside County General Plan includes all revisions to date.



NOT TO SCALE

Source: Santa Ana Watershed Project Authority; Applied Planning, Inc.

Figure 4.10-1

Project Location Within Santa Ana River Watershed

4.10.2.2 Surface Water

Surface water quality within the Basin Planning Area is regulated by the Santa Ana SARWQCB. The SARWQCB Basin Plan (Basin Plan) establishes water quality standards for all ground and surface waters within the Santa Ana Region (Region). The Region includes the upper and lower Santa Ana River Watersheds, the San Jacinto River Watershed, and several other small drainage areas.

4.10.2.3 Groundwater

The Project site and community of Woodcrest generally overlie the Riverside-Arlington groundwater basin.[2] Groundwater was not encountered in subsurface explorations conducted as part of the Project Geotechnical Investigation(s). Static groundwater is anticipated to be significantly deeper than any excavations at the site. However, localized perched groundwater may be encountered in trench and tank excavations underlying the residual soils or weathered bedrock. The Contractor should be prepared to control perched groundwater in deeper excavations.[3]

The Project does not propose or require facilities or operations that would affect a designated groundwater recharge facility. The Project does not propose or require direct withdrawal of groundwater.

The SARWQCB is responsible for regulating groundwater quality in the Santa Ana River Basin. To protect beneficial uses of groundwater, the RWQCB has established "maximum benefit" water quality objectives for key constituents, specifically total dissolved solids (TDS) and nitrate-nitrogen (nitrate-N).

4.10.2.4 Water Courses/Flooding

There are no designated U.S. Geological Survey (USGS) blue line streams within the Project site. The Project does not propose or require activities that would affect any off-

[2] Western Municipal Water District. (n.d.). *2020 Urban Water Management Plan*. Figure 4-1. *Local Groundwater Basins*. Retrieved from https://westernwaterca.gov/DocumentCenter/View/5739/Western-2020-UWMP-with-Appendices_Revised-20220330?bidId=

[3] *Geotechnical Feasibility Investigation, Proposed Woodcrest Retail Center* (Geotechnical Professionals Inc.) November 6, 2020 p. 4; *Geotechnical Investigation, Woodcrest Retail Center* (Geotechnical Professionals Inc.) April 24, 2026 p. 9 (EIR Appendix J).

site blueline streams. The Project site is not located in a designated floodplain or flood hazard area.[4]

4.10.2.5 Existing Project Site Hydrology

Stormwater runoff within the northern portion of the Project site currently surface flows from northeast to southwest and discharges to a sump condition. In the proposed condition, it is infeasible to maintain drainage patterns directing surface flows to the existing sump. Instead, surface drainage would be conveyed to the on-site storm drain system and then directed south to discharge directly to the existing storm drain located in Van Buren Boulevard.

Stormwater runoff within the southern portions of the Project site currently surface flow south to Van Buren Boulevard. In the proposed condition, surface drainage would be conveyed to the on-site storm drain system and would discharge directly south to the existing storm drain infrastructure located in Van Buren Boulevard. The Project substantially maintains existing and proposed drainage patterns within the southern site area. For illustrative purposes only, existing and proposed drainage patterns are presented at Figure 4.10-2.

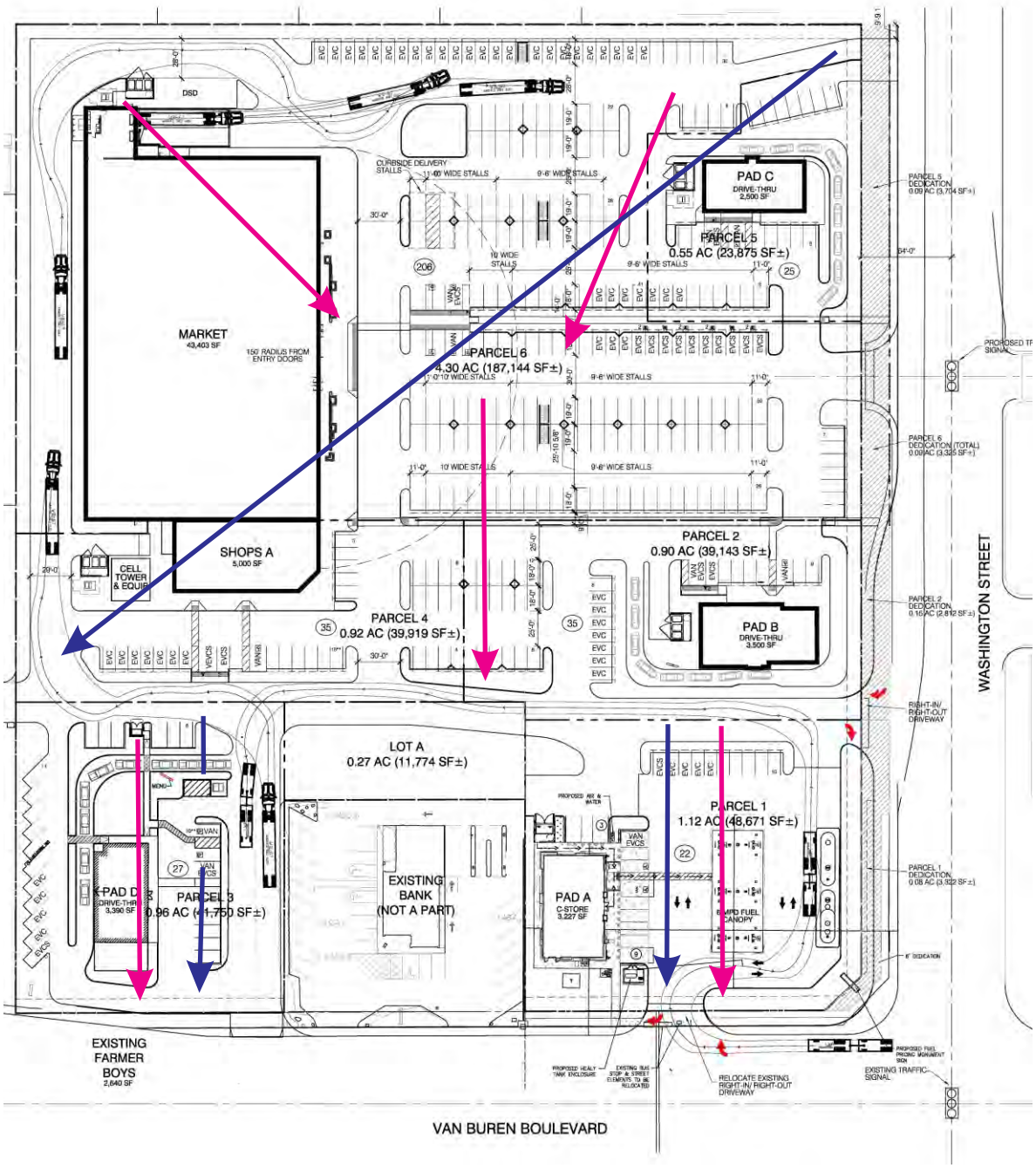
4.10.2.6 Regulatory Setting

Federal Regulations

National Flood Insurance Program

In 1968, Congress passed the National Flood Insurance Act that created the National Flood Insurance Program (NFIP). The Flood Disaster Protection Act of 1973, which amended the 1968 Act, required the purchase of flood insurance by property owners who were located in special flood hazard areas and were being assisted by federal programs, or by federally supervised, regulated, or insured agencies or institutions.

[4] Lake Mathews/Woodcrest Area Plan Figure 10, *Special Flood Hazard Areas*; Map My County Parcel Reports for APNs 273-130-014, 273-130-019, 273-141-003, 273-141-004, 273-141-005, 273-141-006, and 273-141-007.



Source: GK Pierce Architects; Applied Planning, Inc.

Figure 4.10-2
Existing and Proposed Drainage

National Flood Insurance Program Reform Act of 1994

In 1994, the National Flood Insurance Program Reform Act went through the first major revision since inception. Included in this revision were provisions that a lender must escrow for flood insurance if a structure is within the floodplain. The revised legislation also included increased flood insurance limits and the elimination of the 1962 buy-out program. However, the legislation did initiate the Hazard Mitigation Fund as part of the flood insurance policy. Also included in this legislation was the increase from a 5-day to a 30-day waiting period for a new policy to become effective. It also prohibits the waiver of flood insurance purchase requirements as a condition of receiving federal disaster assistance. If the flood insurance policy was not maintained and in the event of another disaster, there would be no disaster assistance available for that structure.

Federal Clean Water Act

The U.S. Army Corps of Engineers (Corps) regulates discharge of dredged or fill material into waters of the United States under Section 404 of the Clean Water Act (CWA). "Discharges of fill material" is defined as the addition of fill material into waters of the U.S., including, but not limited to the following: placement of fill that is necessary for the construction of any structure, or impoundment requiring rock, sand, dirt, or other material for its construction; site-development fills for recreational, industrial, commercial, residential, and other uses; causeways or road fills; fill for intake and outfall pipes and subaqueous utility lines [33 C.F.R. §328.2(f)]. In addition, Section 401 of the CWA (33 U.S.C. 1341) requires any applicant for a federal license or permit to conduct any activity that may result in a discharge of a pollutant into waters of the United States to obtain a certification that the discharge would comply with the applicable effluent limitations and water quality standards.

Waters of the U.S. include a range of wet environments such as lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, and wet meadows. Boundaries between jurisdictional waters and uplands are determined in a variety of ways depending on which type of waters are present.

State Regulations

Clean Water Act

The Clean Water Act (CWA) requires all states to conduct assessments of water quality to identify water bodies that do not meet water quality standards. In California, the CWA is implemented by the SWRCB, and the nine RWQCBs. The California Porter-Cologne Water Quality Control Act (Division 7 of the California Water Code) authorizes the oversight of regulatory activities within each RWQCB basin. The County and the Project are located in Region 8, or the Santa Ana RWQCB.

The CWA prohibits the discharge of pollutants to waters of the U.S. unless the discharge is in compliance with an NPDES permit. Some of the NPDES permits are managed on a statewide basis by the State Water Resources Control Board (i.e., General Permits), including the General Industrial Activities Storm Water Permit and the General Construction Activity Storm Water Permit. In addition, the State Board issues two statewide municipal permits for California Department of Transportation (Caltrans)-managed storm sewer systems and Municipal Separate Storm Sewer Systems (MS4).

Each RWQCB develops its own Water Quality Control Plan, or "Basin Plan," which establishes both the "beneficial uses" of specific waterbodies and the levels of quality (or "water quality objectives") that must be met and maintained to protect those uses. Beneficial uses are all the numerous ways that water can be used for the benefit of people and/or wildlife. Water Code Section 13241 establishes water quality objective factors to ensure the reasonable protection of beneficial uses and the prevention of nuisance. The Santa Ana River Basin Plan can be accessed at: https://www.waterboards.ca.gov/santaana/water_issues/programs/basin_plan/.

The general construction stormwater permit applies to construction sites that disturb one or more acres of soil, or projects less than one acre but are part of a larger common plan of development. The primary requirement of the general construction permit is development of a Storm Water Pollution Prevention Plan (SWPPP) by a certified Qualified SWPPP Developer (QSD) and implemented/monitored on-site by a certified Qualified SWPPP Practitioner (QSP). The purpose of the SWPPP is to apply appropriate

sediment and erosion control Best Management Practices (BMPs) to reduce or eliminate pollutants in stormwater runoff. BMPs can include source control methods such as site housekeeping and secondary containment structures, as well as detention basins for capture and containment of sediments; use of silt fencing, sandbags, and/or straw bales.

The MS4 permit program regulates all stormwater discharges from municipal storm drains. The Santa Ana RWQCB oversees three MS4 permits: one each for Orange, Riverside, and San Bernardino Counties. The Riverside County MS4 Permit Order R8-2024-0001 (NPDES No. CAS618000) requires the principal permittee (District) and co-permittees (County of Riverside and cities) to develop several items that generally reduce pollutants in urban runoff. To this end, the County MS4 Permit incorporates the following requirements and components:

- **Reduction of Pollutants to the Maximum Extent Practicable (MEP)**
  The permit explicitly requires the principal permittee (Riverside County Flood Control and Water Conservation District) and co-permittees (County of Riverside and cities) to implement controls and programs that reduce pollutants in urban runoff to the MEP, as mandated by the Clean Water Act.

- **Local Implementation Plans (LIPs)**
  The permit requires each agency to develop a Local Implementation Plan (LIP) or equivalent document. These plans describe enforceable elements of each agency's urban runoff compliance program, including specific best management practices (BMPs) and legal authorities.

- **Watershed Action Plan and Hydromodification Management Plan**
  The permit requires the development of watershed-based plans, including a Watershed Action Plan (WAP) and a Hydromodification Management Plan (HMP), to address cumulative impacts from urbanization, such as increased runoff and stream system vulnerability.

- **Drainage Area Management Plan (DAMP)**
  The DAMP is periodically updated by the principal permittee. It serves as a comprehensive document outlining MS4 permit compliance programs and provides guidance to co-permittees for developing and updating their LIPs.

- **Consolidated Monitoring Program (CMP)**
  The permit includes requirements for a Consolidated Monitoring Program, which defines monitoring locations, methods, and procedures to evaluate the effectiveness of BMPs and overall compliance with permit requirements.

- **Water Quality Management Plan (WQMP)**
  The permit mandates a WQMP for most new development and significant redevelopment projects. The WQMP is similar in function to a construction SWPPP and must identify site design, source control, and treatment control BMPs to minimize long-term pollutant loads to the MS4.

Under direction from the Santa Ana RWQCB, the WQMP prioritizes the use of Low Impact Development (LID) principles and BMPs to reduce the discharge of pollutants into urban runoff by mimicking the pre-development hydrologic regime. Therefore, the WQMP template (developed by principal permittee, RCFCWCD and approved by the Santa Ana RWQCB) forces the applicant to work through a hierarchy of LID BMPs to justify feasibility (or infeasibility) of infiltration methods as the primary treatment mechanism for the urban runoff. The WQMP also requires each on-site drainage area (i.e., roofs, parking lots, landscaping, etc.) be identified as a Drainage Management Area (DMA) as to where it is draining; to either "self-treating" areas, "self-retaining" areas, or areas draining to BMPs.

The WQMP process for new development projects in Riverside County is summarized below.

Preliminary Project-Specific WQMP:

- Required to be submitted and approved prior to the first discretionary project approval or land use permit (such as tentative tract maps or other entitlements).
- The preliminary WQMP should address the anticipated site design, types and locations of Best Management Practices (BMPs), and provide sufficient detail based on the project's design stage.
- Approval of the discretionary action is typically conditioned on the subsequent preparation and approval of a Final WQMP.

A preliminary Project-Specific WQMP (PWQMP) has been prepared for the Project considered in this EIR. The PWQMP is provided at EIR Appendix K.

Final Project-Specific WQMP:

- Must be submitted and approved prior to the issuance of any grading or building permits.
- The Final WQMP refines and finalizes the details of BMPs, maintenance responsibilities, and legal agreements, ensuring compliance with permit requirements before construction begins.

Sustainable Groundwater Management Act of 2014

The three-bill legislative package: AB 1739 (Dickinson), SB 1168 (Pavley), and SB 1319 (Pavley), comprise the Sustainable Groundwater Management Act (SGMA). The SGMA requires governments and water agencies of high and medium priority basins to halt overdraft and bring groundwater basins into balanced levels of pumping and recharge. Under SGMA, these basins should reach sustainability within 20 years of implementing their sustainability plans. For critically over-drafted basins, that would be 2040. For the remaining high and medium priority basins, 2042 is the deadline. SGMA empowers local agencies to form Groundwater Sustainability Agencies (GSAs) to manage basins sustainably and requires those GSAs to adopt Groundwater Sustainability Plans (GSPs)

for crucial groundwater basins in California. The Riverside-Arlington Subbasin GSA holds regulatory authority over groundwater management in the area that includes Woodcrest. The GSA has adopted a Groundwater Sustainability Plan to ensure sustainable groundwater use and compliance with SGMA requirements.

Urban Water Management Planning Act

The Urban Water Management Planning Act of 1984 requires urban water suppliers to develop written "Urban Water Management Plans." This Act was promulgated as a means of encouraging and implementing water conservation measures, while establishing long term planning obligations for water suppliers. Under the Act, Urban Water Management Plans must describe the following:

- Existing and planned water supply and demand;
- Water conservation measures and a schedule for implementing and evaluating such measures; and
- Water shortage contingency measures.

The Urban Water Management Planning Act requires a 20-year planning horizon, and water management plan updates every 5 years. Urban Water Management Plans are statutorily exempt from CEQA.

In preparing their 20-year management plans, water suppliers must directly address the subject of future population growth and related increases in water demands. The Plan must "identify and quantify, to the extent practicable, the existing and planned sources of water available to the supplier" intended to satisfy future demands. The WMWD has recently adopted a Year 2020 Urban Water Management Plan that conforms to State law requirements.

Master Drainage Plans

The RCFCWCD has adopted and maintains Master Drainage Plans (MDPs) that:

Identify Locations of Known or Likely Flooding

MDPs are developed to address areas within Riverside County where flooding is known or likely to occur. The plans are based on regional watershed boundaries and include technical studies to identify flood hazards and drainage needs.

Provide an Economical Plan for Flood Protection

Each MDP proposes a system of flood control facilities—such as channels, storm drains, levees, basins, and dams—designed to economically relieve flooding problems within the plan area. The plans include estimates of facility capacities, sizes, and costs to ensure cost-effective solutions.

Consider Both Existing and Future Development

MDPs are intended to guide the orderly development of the County by providing flood protection for both current and anticipated future development. They are used to plan capital projects, set development fees, and ensure that new development does not increase flood risk for the community. MDPs are regularly updated and maintained to reflect changes in land use, hydrology, and community needs.

Riverside County Ordinance No. 460

Ordinance No. 460 regulates and establishes stormwater discharges and stormwater discharge water quality. Representative provisions are summarized below.

The Project would be required to comply with all applicable Ordinance No. 460 provisions. See also: https://rivcocob.org/sites/g/files/aldnop311/files/migrated/wp-content-uploads-2009-10-Final-Ordinance-No.-460.pdf.

Riverside County Development Code: Drainage Regulations Summary Purpose and Scope

Riverside County's development code establishes comprehensive drainage regulations to:

- Protect public safety and property from flooding.
- Preserve water quality in watercourses, groundwater, and wetlands.
- Ensure orderly and sustainable development by addressing both existing and future drainage needs.

Key Development Code Regulatory Elements include:

- Master Drainage Plans (MDPs) and Area Drainage Plans (ADPs)
  - MDPs identify current and future drainage needs for communities, outlining required facilities such as channels, storm drains, levees, and basins.
  - ADPs are financing mechanisms that impose drainage fees on new development to fund the construction of drainage facilities. Fees are assessed per acre or based on impervious surface area, depending on the type of development.

Drainage Design and Construction Standards

- Developments must comply with technical standards for drainage infrastructure, including sizing, location, and construction of stormwater conveyance and detention facilities.
- Additional right-of-way or easements may be required to accommodate drainage structures.

Water Quality Management

- Projects must implement measures to protect water quality, including:
  - Low Impact Development (LID) Best Management Practices (BMPs): Techniques to minimize runoff and promote infiltration, such as permeable surfaces, swales, and bioretention.
  - Water Quality Management Plans (WQMPs): Required for most new development and significant redevelopment projects. WQMPs identify site

design, source control, and treatment control BMPs to minimize pollutant loads in stormwater runoff.

- Post-Construction BMPs: Permanent facilities to address increased runoff and pollutant loads from developed sites.

Stormwater and Urban Runoff Compliance

- All development must comply with the County's NPDES MS4 permit requirements, which include:
  - Preventing illicit discharges.
  - Implementing construction and post-construction BMPs.
  - Submitting and obtaining approval for WQMPs prior to discretionary approvals and before grading or building permits are issued.

Drainage Fee Requirements

- ADP Fees: Collected at the time of grading or building permit issuance to fund regional drainage improvements.
- Fee Credits: Developers may receive credits for constructing drainage facilities identified in ADPs.

Subdivision and Land Division

- Projects subject to the Subdivision Map Act must comply with drainage requirements in County Ordinance No. 460, including the provision of adequate drainage facilities and payment of applicable fees.

Riverside County General Plan

The Riverside County General Plan outlines a comprehensive framework aimed at protecting and enhancing water quality and managing hydrology to reduce environmental impacts. The General Plan integrates goals, policies, and implementation strategies that address water resources sustainably while supporting community growth and development. Key Goals, Policies, and Implementation Strategies include:

Watershed Protection

- Partnership Program: Riverside County collaborates with multiple agencies—including the County itself, the Flood Control & Water Conservation District, the Coachella Valley Water District, and 27 cities—to implement a comprehensive watershed protection strategy. This partnership emphasizes education, adoption of best management practices (BMPs), ongoing evaluation, and monitoring to curb stormwater pollution.
- Regulatory Compliance: The county adheres to NPDES permit requirements established by the Federal Clean Water Act, ensuring that pollutants are prevented from entering water bodies through storm sewer systems. This coverage extends to three regional water quality control boards overseeing the Santa Ana, Santa Margarita, and Whitewater watersheds.
- Construction Oversight: Any construction or demolition activity that disturbs one acre or more of land is required to obtain a General Construction Activities Stormwater Permit, further safeguarding water quality.

Water Resources Management

- Balancing Supply and Demand: Riverside County's approach to water resources management centers on maintaining both water quantity and quality, addressing the gap between supply and demand. Policies are in place to integrate water planning with land use decisions, reflecting the critical link between available water resources and development.
- Urban Water Management Planning: Under the California Urban Water Management Planning Act, certain water suppliers within the county are required to update Urban Water Management Plans every five years, ensuring sustainable water resource management.

Development and Redevelopment

- Stormwater Control Measures: New and redeveloped projects must incorporate measures to manage stormwater runoff and protect water quality. Developers may be required to implement BMPs as specified by the director of TLMA, which can include strategies such as increasing permeable surfaces, directing runoff, and minimizing overall runoff.

- Sustainable Development Practices: These requirements help ensure that development activities do not degrade water quality and that sustainable practices are integrated into project designs.

Protection from Hazardous Materials

- Preventing Contamination: The county is proactive in preventing contamination resulting from industrial and agricultural activities that generate toxic emissions. Policies are designed to ensure compatibility between these activities and surrounding land uses.
- Land Use and Siting Policies: Riverside County enforces strict land use policies and siting criteria related to hazardous materials and wastes. Businesses are required to comply with all relevant regulations, further protecting water quality and public health.

The Project does not propose or require facilities or operations that would impede or conflict with the above-stated goals, policies, and implementation strategies. The County would ensure Project compliance with all requirements stated above through established development review and permitting processes.

4.10.2.7 Project Hydrology Study-Existing and Proposed Conditions

Consistent with County requirements, a Project Specific Preliminary Water Quality Management Plan (PWQMP) and Preliminary Hydrology Analysis have been prepared for the Project and are provided at EIR Appendix K. See: *Preliminary Project Specific Water Quality Management Plan* (DRC Engineering, Inc.) Revised June 4, 2026; and *Preliminary Hydrology Analysis For: Stater Bros. Relocation* (DRC Engineering, Inc.) June 4, 2026. The PWQMP and Preliminary Hydrology Analysis summarize existing and proposed hydrologic conditions within the Project site, identify flow rates to be employed in the design of hydraulic features, and propose Low Impact Development (LID) Best Management Practices (BMPs) to control and minimize stormwater pollutant discharges over the life of the Project.

Under the Project stormwater management concept, surface drainage from the developed Project site would be detained on site, treated, and then conveyed via the on-site storm drain system south, discharging to the existing storm drain located in Van Buren Boulevard. The PWQMP and Hydrology Analysis demonstrate that drainage management areas within the Project have been designed and configured to detain the requisite Design Capture Volume (DCV). Specifically, per the Hydrology Analysis, the "proposed detention systems provide a combined detention storage volume of approximately 43,730 cubic feet, which exceeds the preliminary required detention volume of 40,220 cubic feet by approximately 3,510 cubic feet. Accordingly, the proposed detention concept provides sufficient storage capacity to demonstrate the feasibility of the proposed runoff mitigation strategy at this stage of design. Final detention routing calculations & outlet control sizing will be provided with the final hydrology report." See: Preliminary Hydrology Analysis Section V, *Preliminary Detention Feasibility Analysis* (n.p.).

This design acts to preclude potential flooding within the Project site, and minimize the potential for stormwater from the Project site to exceed capacities of the receiving storm drain system. The PWQMP and Preliminary Hydrology Analysis also identify LID BMPs that would limit stormwater pollutant discharges consistent with County and SARWQCB requirements. See: PWQMP Section D: *Implement LID BMPs* (PWQMP pp. 13-23); Preliminary Hydrology Analysis *Proposed Site Development* (n.p.).

Final designs of all Project stormwater management systems including on-site and off-site stormwater conveyance systems, water quality control basins, and water quality management features would be subject to established County development permit review and approval processes.

4.10.3 STANDARDS OF SIGNIFICANCE

Potential hydrology/water quality impacts considered in this Section are consistent with those identified in Woodcrest Retail Center Project Initial Study, June 2025; County of Riverside, Environmental Assessment Form: Initial Study. The EIR Initial Study in its entirety is presented at EIR Appendix A.

As established through the EIR Initial Study process, the Project could result in potentially significant impacts under the following topics, considered in detail within this Section:

- *Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality;*

- *Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river or through the addition of impervious surfaces;*

- *Result in substantial erosion or siltation on-site or off-site;*

- *Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-site or off-site;*

- *Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or*

- *Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.*

Impacts previously determined not to be potentially significant through the EIR Initial Study process include the following:

- *Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin;*

- *Impede or redirect flood flows;*

- *In flood hazard, tsunami, or seiche zones, risk the release of pollutants due to project inundation.*

These potential impacts are not further substantively addressed within this Section. See also EIR Appendix A, Initial Study and EIR Table 1.7-1, Summary of Impacts Determined Not to be Potentially Significant.

4.10.4 POTENTIAL IMPACTS AND MITIGATION MEASURES

4.10.4.1 Impact Statements

Potential Impact: *Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.*

Impact Analysis:

Potential Construction-Source Water Quality Impacts
The Project would be required to develop and implement (a) site-specific Storm Water Pollution Prevention Plan(s) (SWPPPs). As discussed below, the mandated SWPPP and compliance with regulatory requirements would ensure that Project construction-source water quality impacts would remain at levels that would be less than significant.

During site preparation activities prior to construction, existing groundcover would be removed from the site, exposing the Project area to increased wind and water erosion potentials. Further, construction site runoff may carry increased loads of sediment, heavy metals and petroleum hydrocarbons (from machinery) which could degrade water quality. The Project Development Contractors (Contractors) would be required to prepare a construction activities erosion control plan to alleviate potential sedimentation and storm water discharge contamination impacts of the Project.

Contractors shall also be responsible for compliance with the General Construction NPDES permit from the SARWQCB by filing a Notice of Intent to Commence Construction Activities. Under the General Construction Permit, discharge of materials other than storm water is prohibited. Contractors shall prepare, retain at the construction site, and implement SWPPP(s) that identify sources of sediments and other pollutants

that could affect the quality of storm water discharge, and implement practices to reduce storm water discharge sediment and pollutants. The SWPPPs also identify both construction and post-construction BMPs to reduce sediments and other pollutants. BMPs mandated by the requisite NPDES permit typically include installation of filter fabric fences, sandbars and check dams.

Construction BMPs for developments within the Project site would likely include, but not be limited to:

- Silt Fences;
- Check Dams;
- Gravel Bag Berms;
- Street Sweeping and Vacuuming;
- Sandbag Barriers;
- Storm Drain Inlet Protection;
- Wind Erosion Control;
- Stabilized Construction Entrance/Exit; and
- Entrance/Outlet Tire Wash.

Implementation of SWPPPs and compliance with applicable NPDES and SARWQCB requirements would maintain potential construction-source water quality impacts at levels that would be less than significant.

Potential Operational-Source Water Quality Impacts

As discussed herein, as required by the County, a PWQMP and Preliminary Hydrology Analysis have been prepared for the Project. The PWQMP and Preliminary Hydrology Analysis summarize existing and proposed hydrologic conditions within the Project site, identify flow rates to be employed in the design of hydraulic features, and propose Low Impact Development (LID) Best Management Practices (BMPs) to control and minimize stormwater pollutant discharges over the life of the Project. The Project would be required to develop and implement a Project-Specific Final WQMP and Final Hydrology Analysis. Final WQMP and Final Hydrology Analysis approval and recordation are required before issuance of grading permits. As discussed below, mandated compliance

with regulatory requirements would ensure that Project operational-source water quality impacts would remain at levels that would be less than significant.

First-Flush Runoff

Pollutants associated with developed land uses can accumulate on impervious surfaces during extended dry periods, including parking areas, drive aisles, loading areas, sidewalks, roofs, and landscaped areas. These pollutants may include sediment, trash and debris, petroleum hydrocarbons, oil and grease, trace metals associated with vehicle use, nutrients and residual landscaping chemicals. During the initial portion of a storm event (commonly referred to as the "first flush") accumulated pollutants may be mobilized and conveyed in stormwater runoff at concentrations that can exceed those occurring later in the same storm event.

The Project's proposed water quality management system would be designed to address this potential condition through implementation of the Final Project-Specific Water Quality Management Plan (Final WQMP) as approved by the County. Consistent with applicable County of Riverside, Santa Ana Regional Water Quality Control Board, and MS4 permit requirements, the Final WQMP would be required to incorporate source-control, site-design, and treatment-control best management practices (BMPs) intended to capture, retain, infiltrate where feasible, biofilter, and/or otherwise treat the applicable design capture volume before discharge to the storm drain system. The Project's proposed bioretention treatment facilities, including the Modular Wetland System L, together with landscaped areas, permeable surfaces where feasible, inlet controls, and operational BMPs, would reduce pollutant loading associated with initial stormwater runoff.

In addition, routine inspection, maintenance, trash removal, sweeping of paved areas, spill-prevention procedures, and prompt cleanup of vehicle fluids or other releases would reduce the amount of pollutants available for mobilization during storm events. The proposed retail fuel station would also be subject to applicable fuel-dispensing, spill-containment, underground storage tank, and hazardous-materials management requirements.

Through final design, County review and approval, and ongoing implementation of the Final WQMP and BMP operation and maintenance plan, Project runoff, including first-flush runoff, would be managed to minimize pollutant discharges to the maximum extent practicable. Therefore, first-flush runoff would not cause the Project to violate applicable water-quality standards or waste-discharge requirements or substantially degrade receiving-water quality.

Over the life of the Project uses, contaminants such as oil, fuel and grease that are spilled or left behind by vehicular traffic, collect and concentrate on paved surfaces. During storm events, these contaminants are washed into the storm drain system and may potentially degrade receiving water quality. Storm water runoff from paved surfaces within the developed Project site could carry a variety of urban wastes, including greases and oils and small amounts of metals which are common by-products of vehicular travel. In addition, storm runoff would likely contain residual amounts of fertilizers and plant additives washed off from landscaped areas within the Project site.

Recognizing the potential hazards of such urban runoff, the EPA has issued regulations which require municipalities to participate in the NPDES. As part of this program, Riverside County has received an NPDES permit for urban runoff. Compliance with the provisions specified in the NPDES permit ensures proper management and disposal of urban runoff from the Project.

Contractors shall be responsible for obtaining a General Permit for storm water discharge from the SARWQCB, in accordance with the Notice of Intent instructions. Under the General Permit, discharge of materials other than storm water is prohibited. In support of the above requirements, Contractors shall also develop and implement development-specific Water Quality Management Plans (WQMPs) addressing all post-construction pollutant discharges. To the extent feasible, individual development proposals implemented within the Project site would employ permeable materials and landscaped areas to enhance on-site capture and absorption of stormflows.

The Project would also provide for elimination/reduction of pollutant discharges, including capture and treatment of dry weather and first flush runoff in a manner consistent with County and SARWQCB policies and requirements. BMPs to be implemented under the WQMP would likely include, but not be limited to the following:

Source Control/Non-Structural BMPs

- Education of Property Owners;
- Spill Contingency Plan;
- Employee Training/Education Program to include training employees in spill response and prohibiting wash-down practices that carry pollutants into the MS4;
- Street Sweeping of Private Streets and Parking Lots;
- Common Areas Catch Basin Inspection;
- Landscape Planning;
- Hillside Landscaping;
- Roof Runoff Controls;
- Efficient Irrigation;
- Protection of Slopes and Channels;
- Storm Drain Signage;
- Inlet Trash Racks;
- Energy Dissipaters;
- Trash Storage Areas and Litter Control;
- Maintenance Bays and Docks Drainage Controls; and
- Outdoor Material Storage Area Drainage Controls;
- Measures to prevent fuel, oil, coolant, wash water, or used absorbent(s) from reaching catch basins, storm drains, or paved drainage routes;
- Keeping spill-control/absorbent materials accessible on site;
- Inclusion of inspection and maintenance duties and schedule in the BMP Operation and Maintenance Plan.

Site Design/Structural BMPs

- Infiltration and Biofiltration Basins;
- Maximize Permeable Areas;

- Minimize Street, Sidewalk, and Parking Lot Aisle Widths;
- Minimize Impervious Hardscape Features;
- Maintain Natural Drainage Patterns;
- Incorporate Drought-Tolerant Landscaping;
- Perforated Pipes and Gravel Filtration Areas;
- On-site Vegetated Swales;
- Convey Runoff to Landscaping/Permeable Areas Prior to Discharge to Storm Drains;
- Drain Sidewalks and Walkways to Adjacent Landscape Areas; and
- Integration of Landscaping and Drainage Designs.

Bioretention basins are the Primary BMP identified in the PWQMP. The Project proposes use of Modular Wetland System "L"[5] for stormwater treatment. Project BMPs would be maintained by a Property Owners Association. Selection and design of additional Project BMPs would respond to final site and building designs. As a component of Final WQMP(s), all proposed BMPs would be subject to County review and approval.

The Project shall comply with all requirements of the MS4 Permit, as well as the Trash Mandate adopted by the SARWQCB. All stormwater discharges from the developed Project site shall comply with applicable provisions of the County's National Pollutant Discharge Elimination System (NPDES) permit. Consistent with SARWQCB and County requirements, waste materials would not be discharged to drainage areas, streambeds, or streams. Nor would spoil sites be located in areas that could result in spoil materials being washed into a water body.

Project Gas Station Considerations

The Project proposes a retail gas station that would include Underground Storage Tanks (USTs). Gas stations are also potential sources of water pollutants including oil and gasoline spills. The Project would be required to comply with design standards and

[5] Modular Wetland System "L" (MWS-L) is an advanced bioretention and biofiltration system designed for stormwater treatment in urban environments. It is engineered to address the limitations of traditional bioretention basins, particularly in areas with limited space and high flow rates.

operational measures that act to preclude or minimize water quality effects of retail gas stations. Those provisions are summarized below.

Underground Storage Tanks (USTs)

The Project would include a retail gasoline station with underground storage tanks (USTs), a common and regulated component of modern fuel-dispensing facilities. The UST system would be required to comply with Riverside County environmental-health requirements, California UST regulations, and applicable Santa Ana Regional Water Quality Control Board (RWQCB) requirements, thereby incorporating multiple safeguards intended to prevent releases and protect soil, groundwater, and surface-water quality.

UST Design and Construction

Prior to installation, the UST system would require review and approval by Riverside County's Department of Environmental Health, Hazardous Materials Management Branch, and the local Certified Unified Program Agency (CUPA). County plan check and permitting are required before construction, installation, modification, repair, or removal of a UST system. The County's review process ensures that project plans identify compliant tank, piping, monitoring, containment, and spill/overfill-prevention components.

The USTs and associated product piping would be designed and installed in accordance with California Code of Regulations, Title 23, Division 3, Chapter 16, and applicable provisions of California Health and Safety Code Chapter 6.7. These requirements address tank and piping construction, secondary containment, release detection, corrosion protection, spill prevention, overfill prevention, equipment compatibility, and testing. The regulations are intended to detect and prevent fuel releases before they can adversely affect environmental resources.

Construction would be subject to County inspections and required testing. Riverside County conducts inspections associated with UST installation, repair, and upgrades, and requires submission of relevant testing documentation. Consequently, the UST system

could not be placed into service until required regulatory approvals, inspections, and performance testing have been completed.

Operational Safeguards

Once operational, the gasoline station would be required to maintain a Riverside County permit to operate and comply with ongoing inspection, monitoring, testing, maintenance, and recordkeeping requirements. The UST system would include required release-detection and leak-monitoring measures designed to identify losses from tanks, piping, and associated equipment. Required equipment typically includes secondary containment, interstitial monitoring, spill-containment equipment at fill locations, overfill-prevention devices, and containment for dispensers and other piping connections.

Station operators would be required to conduct routine inspections, respond to alarms or abnormal monitoring results, maintain equipment, retain compliance records, and use trained personnel for UST operation and testing. These procedures are intended to identify equipment failures or fuel releases promptly, so that corrective action can occur before a release becomes significant. The County may conduct routine inspections and enforce permit conditions throughout the operating life of the facility.

RWQCB Protection and Response

The Santa Ana RWQCB has regulatory authority over unauthorized discharges that could affect soil, groundwater, or surface waters. If a suspected or confirmed fuel release were identified, the owner/operator would be subject to reporting, investigation, and corrective-action requirements. The RWQCB may require technical reports, site investigation, groundwater monitoring, and cleanup under the California Water Code, including Water Code sections 13267 and 13304.

Where corrective action is necessary, remediation activities would be conducted under RWQCB oversight and could require an approved remedial-action plan and, where applicable, waste-discharge or NPDES authorization for treatment-system discharges. Environmental data and cleanup-case information are generally reported through the

State Water Board's GeoTracker system, providing regulatory oversight and public transparency.

Because the proposed UST system would be designed, installed, tested, permitted, operated, inspected, and maintained under Riverside County and State UST requirements, and because any unauthorized release would be subject to Santa Ana RWQCB corrective-action and cleanup oversight, the potential for adverse effects on soil and groundwater would be minimized. The Project's adherence to these established regulatory programs would provide layered protection through preventive engineering controls, continuous monitoring, mandatory inspections, prompt release response, and, if needed, enforceable remediation requirements.

Implementation of the Project Final WQMP, design requirements outlined in the Final Hydrology Analysis and compliance with applicable NPDES, SARWQCB, and DEH requirements would maintain potential operational-source water quality impacts at levels that would be less than significant.

Potential Wastewater Discharge Water Quality Impacts

Wastewater generated by the Project is typical of urban generators and wastewater resulting for the Project uses would not require treatment beyond that provided by existing facilities. The Project site is located within the Van Buren Sewer Community Facilities District (CFD). The CFD is a joint County of Riverside/City of Riverside sewer service district developed to serve existing and new development along the Van Buren Boulevard corridor between King Avenue and Wood Street. The Project would connect to the CFD sewer main to be located within adjacent Van Buren Boulevard.[6] All proposed connections to sewer lines, and proposed sewer realignments and modifications would conform to CFD standards and requirements, and would be subject to review and approval by the CFD. It is anticipated that wastewater generated by the Project would

[6] The Project would connect to the sewer main to be located in Van Buren Boulevard as part of the Van Buren Boulevard Sewer Installation Project.

be conveyed to and treated at the City of Riverside Regional Water Quality Control Plant (RWQCP).

As a Project Condition of Approval, a sewer service Will-Serve letter from the CFD would be required, indicating willingness of the CFD to serve the Project. Provision of water service by the CFD would be contingent on the Applicant's compliance with CFD rules and regulations. Additional CFD requirements for sewer service may include plan check review and approval, facility construction, inspection, jurisdictional annexation, and payment of financial participation charges. Additionally, the Project would be required to pay applicable sewer connection and service fees, which act to fund sewer system improvement plans, operations, and maintenance.

As supported by the preceding discussions, the potential for the Project to violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality is determined to be less than significant.

Level of Significance: Less-Than-Significant.

Potential Impacts: *Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-site or off-site; Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.*

Impact Analysis: New development proposed by the Project would increase impervious areas and will require modification of existing drainage patterns. Within the Project area, implementation of proposed drainage improvements as conceptually identified within the PWQMP and Preliminary Hydrology Analysis act to ensure that future increases in the peak rates of runoff would be managed and maintained within acceptable parameters.

The Project stormwater management system concept does not alter the existing drainage pattern of the site or area in a manner that would substantially increase the rate or amount of runoff that would result in flooding on-site or off-site. In this regard, existing drainage

patterns are maintained where feasible. In all instances, modified drainage patterns within the Project site result in only localized drainage alterations. All Project stormwater discharges would be ultimately directed south to the existing storm drain system located in Van Buren Boulevard, the Project site's southern boundary. Bioretention basins proposed under the Project stormwater management system concept are designed and sized to ensure developed stormwater discharges would not result in flooding on- or off-site.

Bioretention basins would be designed and constructed to accept Design Control Volumes (DCV)[7] based on final Project site designs. Preliminary DCV estimates for the Project water quality control basins are presented in the Preliminary Hydrology Analysis. Per the Hydrology Analysis, the "proposed detention systems provide a combined detention storage volume of approximately 43,730 cubic feet, which exceeds the preliminary required detention volume of 40,220 cubic feet by approximately 3,510 cubic feet. Accordingly, the proposed detention concept provides sufficient storage capacity to demonstrate the feasibility of the proposed runoff mitigation strategy at this stage of design. Final detention routing calculations & outlet control sizing will be provided with the final hydrology report." See: Preliminary Hydrology Analysis Section V, *Preliminary Detention Feasibility Analysis* (n.p.).

Final basin designs would be subject to established County development permit review and approval processes.

Final WQMP and Hydrology Analysis approval and recordation are required before issuance of grading permits. County review and approval of the Final WQMP and Final Hydrology Analysis act to ensure that the Project would be designed and implemented in a manner that appropriately conveys storm water runoff without adversely affecting upstream or downstream drainage characteristics.

[7] The DCV represents the volume of storm water runoff that must be retained and/or biofiltered in order to satisfy pollutant control requirements.

Based on the preceding, the potential for the Project to substantially alter the existing drainage pattern of the site or area in a manner that would substantially increase the rate or amount of runoff that would result in flooding on-site or off-site or that would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff is considered less than significant.

Level of Significance: Less-Than-Significant.

Potential Impact: *Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.*

Impact Analysis: As discussed within this Section, the Project would implement water quality control measures consistent with County and SARWQCB requirements. The Project would therefore not result in potentially adverse water quality impacts and would not conflict with or obstruct implementation of a water quality control plan, in this instance, the Water Quality Control Plan for the Santa Ana Region. As summarized above under the topic: [potential to] "*Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality,*" development proposals within the Project site would implement LID measures facilitating infiltration of treated stormwaters to the groundwater table. The Project does not propose or require facilities or operations that would obstruct implementation of a sustainable groundwater management plan.

Based on the preceding, the potential for the Project to conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan is considered less than significant.

Level of Significance: Less-Than-Significant.

Potential Impact: ***S****ubstantially 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; result in substantial erosion or siltation on-site or off-site.*

Impact Analysis: Development of the Project would alter amounts and quality of surface water runoff as portions of the existing topography are replaced with impervious surfaces including pavement and structures. Surface water runoff from the Project site may eventually affect groundwater as it discharges into natural and manmade conveyances, and eventually percolates to the underlying water table.

During site preparation activities prior to construction, existing groundcover would be removed from the site, exposing the Project area to increased erosion potential. Further, construction site runoff may carry increased loads of sediment, heavy metals and petroleum hydrocarbons (from machinery) which could degrade water quality. In accordance with NPDES requirements, new development projects are required to develop construction activities erosion control plans in order to alleviate potential sedimentation and storm water discharge contamination impacts of new development.

In addition to the above requirements, the Project would require a General Permit for storm water discharge from the Southern California Regional Water Quality Control Board, in accordance with the Notice of Intent instructions. Under the General Permit, discharge of materials other than storm water is prohibited.

The Project is also required to prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) which identifies the sources of sediments and other pollutants that affect the quality of storm water discharge and implement practices to reduce sediment and other pollutants to storm water discharge. Application of BMPs mandated by the requisite NPDES permit typically includes installation of filter fabric fences, sandbars and check dams. Compliance with applicable NPDES and Southern California Regional Water Quality Control Board requirements would minimize potential erosion impacts associated with Project construction activities below the level of significance.

Over the life of the Project, measures and design features implemented under the Final WQMP and Final Hydrology Analysis would ensure that stormwater discharges from the developed Project site would be controlled and directed in a manner that would not result in substantial erosion or siltation on-site or off-site.

Based on the preceding, the potential for the Project to substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, or through the addition of impervious surfaces; or result in substantial erosion or siltation on-site or off-site is considered less than significant.

Level of Significance: Less-Than-Significant.

4.11 POPULATION AND HOUSING

4.11 POPULATION AND HOUSING

Abstract

Potential population and housing impacts considered in this Section are consistent with those identified in Woodcrest Retail Center Project Initial Study, June 2025; County of Riverside, Environmental Assessment Form: Initial Study. The EIR Initial Study in its entirety is presented at EIR Appendix A.

As established through the EIR Initial Study process, the Project could result in potentially significant impacts under the following topic, considered in detail within this Section:

- *Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.*

As presented in the analyses within this Section, the above potential impact of the Project is substantiated to be less-than-significant.

Impacts determined previously determined not to be potentially significant through the EIR Initial Study process include the following:

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

- *Create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income?*

These potential impacts are not further substantively addressed within this Section. See also EIR Appendix A, Initial Study and EIR Table 1.7-1, Summary of Impacts Determined Not to be Potentially Significant.

4.11.1 INTRODUCTION

Discussions and analysis within this Section are based on and supported by the following primary source information:

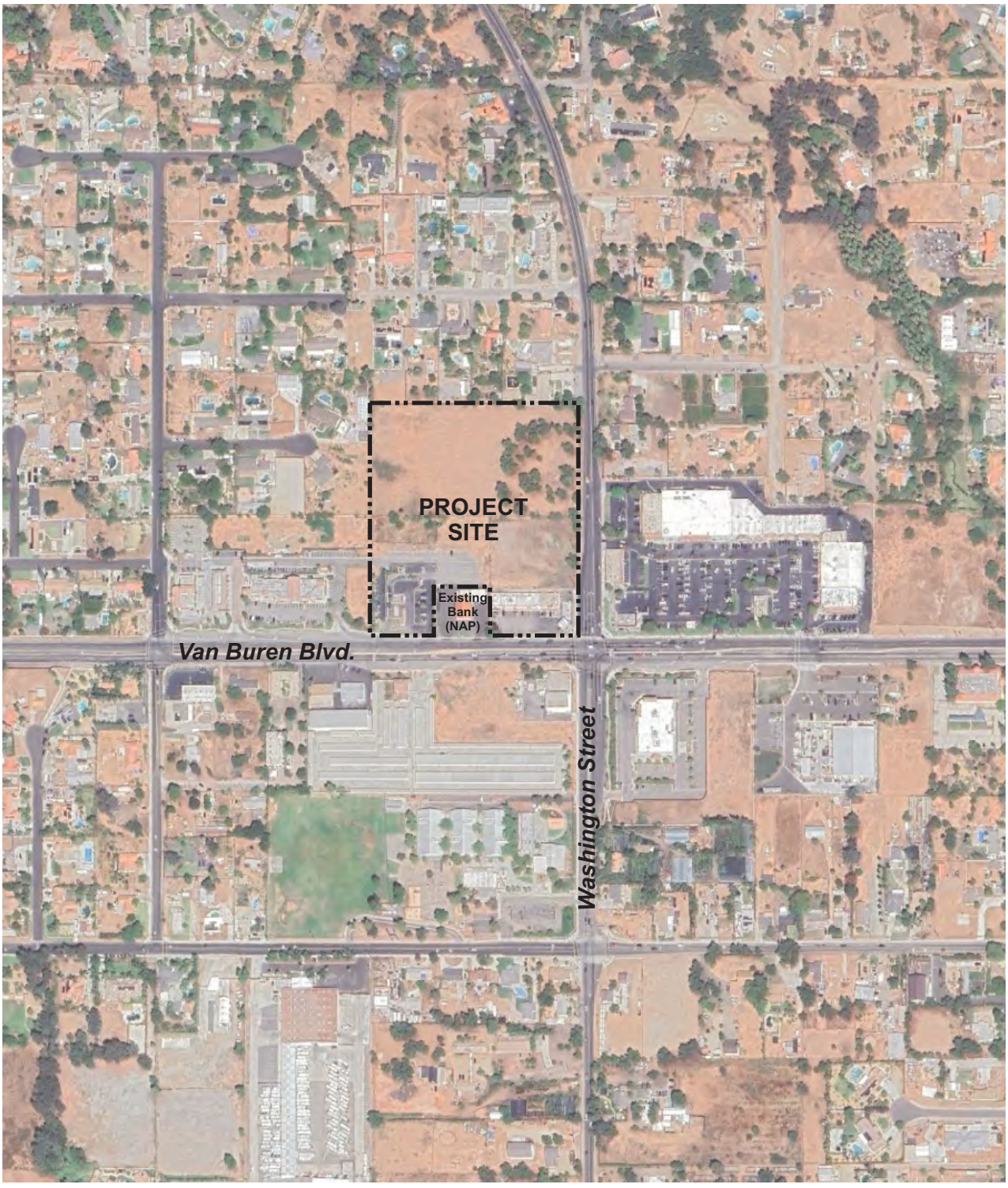
- Riverside County General Plan (General Plan)[1], Lake Mathews/Woodcrest Area Plan (Area Plan), and Riverside County General Plan Program Environmental Impact Report (General Plan PEIR). The General Plan and Area Plan are available through the County of Riverside, or can be accessed at: https://planning.rctlma.org/riverside-county-general-plan. The General Plan PEIR is available through the County of Riverside, or is accessible at: https://planning.rctlma.org/general-plan-environmental-impact-report-volume-i.
- Riverside County 2021 – 2029 Housing Element (Housing Element). The Housing Element is available through the County of Riverside, or can be accessed at: https://planning.rctlma.org/sites/g/files/aldnop416/files/2024-05/Draft%20Housing%20Element%20%282024.05.13%29.pdf.

4.11.2 SETTING

4.11.2.1 Project Location and Overview

The Project site is located within the Lake Mathews/Woodcrest Area of Riverside County. The Project site location is presented at Figure 4.11-1. The Project proposes the construction and operation of approximately 61,020 square feet of retail and restaurant uses within an approximately 9.42-acre gross (9.0-acre net) Project site. The Project Site Plan Concept is presented at Figure 4.11-2.

[1] Any subsequent reference to the Riverside County General Plan includes all revisions to date.



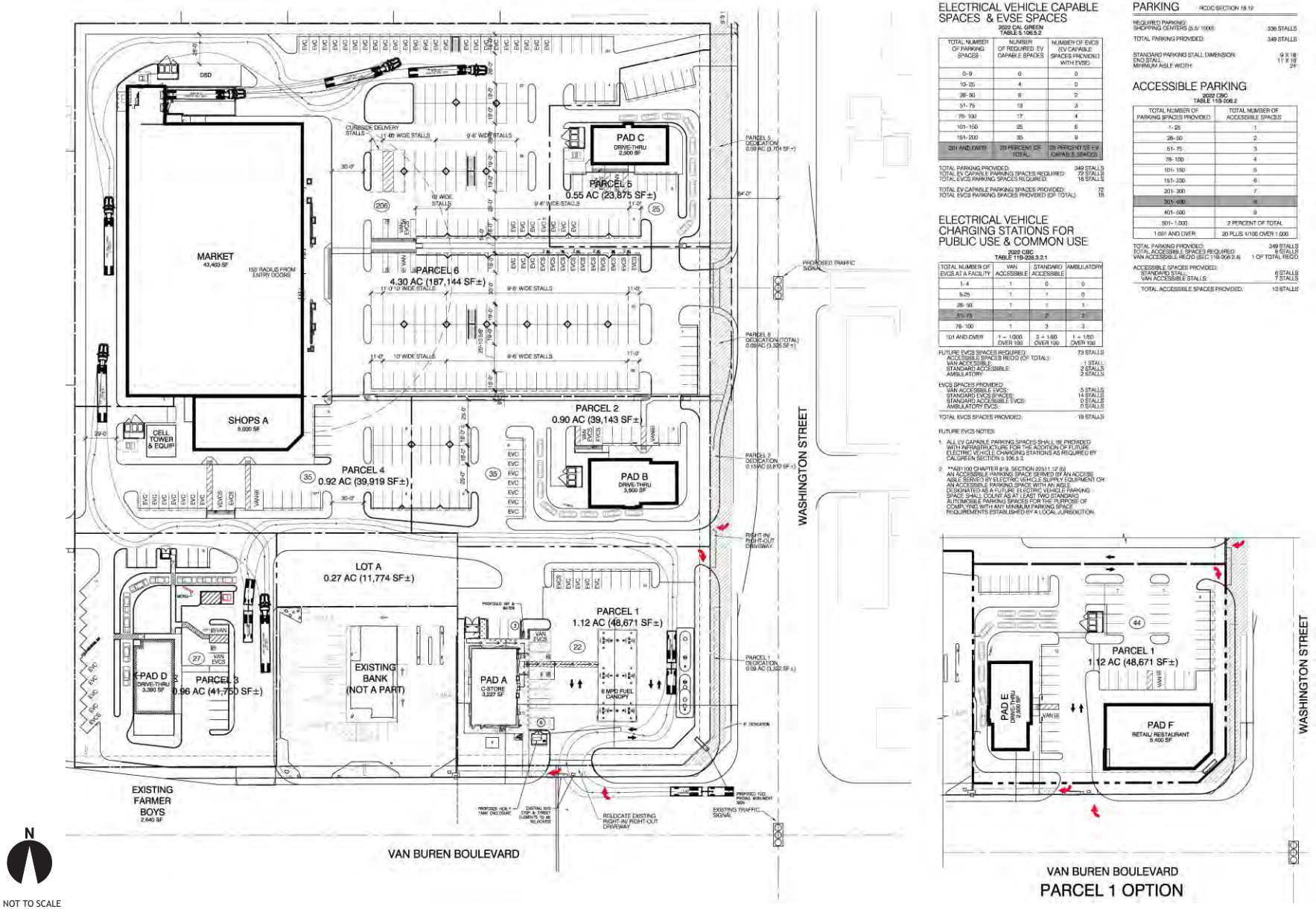
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NOT TO SCALE

Source: Google Earth; Applied Planning, Inc.

appliedplanning inc

Figure 4.11-1
Project Location



ELECTRICAL VEHICLE CAPABLE SPACES & EVSE SPACES

2022 CAL GREEN TABLE 5.106.5.2

TOTAL NUMBER OF PARKING SPACES	NUMBER OF REQUIRED EV CAPABLE SPACES	NUMBER OF EVCS (EV CAPABLE SPACES PROVIDED WITH EVSE)
0–9	0	0
10–25	4	0
26–50	6	2
51–75	13	3
76–100	17	4
101–150	25	6
151–200	33	9
201 AND OVER	20 PERCENT OF TOTAL	25 PERCENT OF EV CAPABLE SPACES

TOTAL PARKING PROVIDED: 349 STALLS
TOTAL EV CAPABLE PARKING SPACES REQUIRED: 72 STALLS
TOTAL EVCS PARKING SPACES REQUIRED: 18 STALLS

TOTAL EV CAPABLE PARKING SPACES PROVIDED: 72
TOTAL EVCS PARKING SPACES PROVIDED (OF TOTAL): 19

ELECTRICAL VEHICLE CHARGING STATIONS FOR PUBLIC USE & COMMON USE

2022 CBC TABLE 11B-228.3.2.1

TOTAL NUMBER OF EVCS AT A FACILITY	VAN ACCESSIBLE	STANDARD ACCESSIBLE	AMBULATORY
1–4	1	0	0
5–25	1	1	0
26–50	1	1	1
51–75	1	2	2
76–100	1	3	3
101 AND OVER	1 + 1/300 OVER 100	3 + 1/60 OVER 100	1 + 1/60 OVER 100

FUTURE EVCS SPACES REQUIRED: 73 STALLS
ACCESSIBLE SPACES REQ'D (OF TOTAL): 1 STALL
VAN ACCESSIBLE: 2 STALLS
STANDARD ACCESSIBLE: 2 STALLS
AMBULATORY:

EVCS SPACES PROVIDED:
VAN ACCESSIBLE EVCS: 5 STALLS
STANDARD EVCS SPACES: 14 STALLS
STANDARD ACCESSIBLE EVCS: 0 STALLS
AMBULATORY EVCS: 0 STALLS

TOTAL EVCS SPACES PROVIDED: 19 STALLS

FUTURE EVCS NOTES:

1. ALL EV CAPABLE PARKING SPACES SHALL BE PROVIDED WITH INFRASTRUCTURE FOR THE ADDITION OF FUTURE ELECTRIC VEHICLE CHARGING STATIONS AS REQUIRED BY CAL GREEN SECTION 5.106.5.3
2. **AB1100 CHAPTER 819, SECTION 22511.12 (b) AN ACCESSIBLE PARKING SPACE SERVED BY AN ACCESS AISLE SERVED BY ELECTRIC VEHICLE SUPPLY EQUIPMENT OR AN ACCESSIBLE PARKING SPACE WITH AN AISLE DESIGNATED AS A FUTURE ELECTRIC VEHICLE PARKING SPACE SHALL COUNT AS AT LEAST TWO STANDARD AUTOMOBILE PARKING SPACES FOR THE PURPOSE OF COMPLYING WITH ANY MINIMUM PARKING SPACE REQUIREMENTS ESTABLISHED BY A LOCAL JURISDICTION.

PARKING

RCDC SECTION 19.12

REQUIRED PARKING:
SHOPPING CENTERS (5.5/ 1000): 336 STALLS
TOTAL PARKING PROVIDED: 349 STALLS

STANDARD PARKING STALL DIMENSION: 9' X 18'
END STALL: 11' X 18'
MINIMUM AISLE WIDTH: 24'

ACCESSIBLE PARKING

2022 CBC TABLE 11B-208.2

TOTAL NUMBER OF PARKING SPACES PROVIDED	TOTAL NUMBER OF ACCESSIBLE SPACES
1–25	1
26–50	2
51–75	3
76–100	4
101–150	5
151–200	6
201–300	7
301–400	8
401–500	9
501–1,000	2 PERCENT OF TOTAL
1,001 AND OVER	20 PLUS 1/100 OVER 1,000

TOTAL PARKING PROVIDED: 349 STALLS
TOTAL ACCESSIBLE SPACES REQUIRED: 6 STALLS
VAN ACCESSIBLE REQ'D (SEC. 11B-208.2.4): 1 OF TOTAL REQ'D

ACCESSIBLE SPACES PROVIDED:
STANDARD STALL: 6 STALLS
VAN ACCESSIBLE STALLS: 7 STALLS

TOTAL ACCESSIBLE SPACES PROVIDED: 13 STALLS

NOT TO SCALE

Source: GK Pierce Architects (3/24/25)

Figure 4.11-2
Site Plan Concept

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4.11.2.2 Existing Land Uses

Project Site

The Project site comprises current assessor parcel numbers (APNs): 273-130-014, 273-130-019, 273-141-003, 273-141-004, 273-141-005, 273-141-006, and 273-141-007. Existing Project site land uses are listed in Table 4.11-1. A parcel map correlating with the listed APNs is presented at Figure 4.11-3.

Table 4.11-1
Existing Project Site Land Uses

Assessor Parcel Number (APN)	Area (Acres)	Existing Land Use
273-130-014	2.33	Vacant and Undeveloped.
273-130-019	2.58	Vacant and Undeveloped.
273-141-003	1.30	Vacant and Undeveloped.
273-141-004	0.82	In-Line Shops and 7-Eleven w/Gas Station (7-11 @ 2,400 s.f.; bike store @ 2,400 s.f., smoke shop @ 1,200 s.f., nail shop @ 1,200 s.f., fish taco shop @ 1,200 s.f.). *Note: All existing facilities on this parcel will be demolished.*
273-141-005	0.52	Farmer Boys Fast Food Restaurant (approx. 2,640 s.f.)
273-141-006	0.89	Vacant/Surface Parking Areas.
273-141-007	0.98	Vacant/Surface Parking Areas.
	Total: 9.42 Acres (Gross)*	

Sources: Riverside County - Map My County; Woodcrest Retail Center Site Development Concept, March 2025, Project Applicant.
Note: * Total based on available APN data. ALTA Survey calculates the total site at 9.31 gross acres.



N

NOT TO SCALE

Source: Google Earth; Applied Planning, Inc.

applied planning inc

Figure 4.11-3
Project Parcel Map

Vicinity Properties

Existing land uses of vicinity properties are described below. Existing land uses are illustrated at Figure 4.11-4.

- **North:** Properties are developed with single-family residences along the northwest Project site boundary. Northeast of, and adjacent to, the Project site is the Woodcrest Montessori Education Center.

- **South:** South of the Project site, across Van Buren Boulevard, properties are developed with commercial uses or are vacant and undeveloped.

- **West:** West of the Project site, properties are developed with single-family residences and commercial uses.

- **East:** East of the Project site, across Washington Street, properties are developed with commercial uses (including an existing Stater Bros. grocery store [Store No. 80] and single-family residences. The Project does not propose facilities or operations that would alter vicinity land uses. The Project would accommodate the relocation of the existing Stater Bros. grocery store within the Project site.



NOT TO SCALE

Source: Google Earth; Applied Planning, Inc.

Figure 4.11-4
Existing Land Uses

4.11.2.3 Area Demographic Characteristics

Recent population, household, and employment characteristics for Woodcrest Census Designated Place (CDP)[2] and Riverside County are summarized at Table 4.11-2.

Table 4.11-2
Demographic Summary

Woodcrest Census Designated Place (CDP)		
2020 Estimates		
Population	Households	Unemployment Rate
18,719	4,920 (Avg. Household 3.75 persons)	5.6%
2023 Estimates		
Population	Households	Unemployment Rate
17,111	4,673 (Avg. Household 3.62 persons)	5.6%
Riverside County		
2020 Estimates		
Population	Households	Unemployment Rate
2,437,864	736,413 (Avg. Household 3.26 persons)	7.3%
2023 Estimates		
Population	Households	Unemployment Rate
2,492,442	791,757 (Avg. Household 3.1 persons)	5.1%

Source: United States Census: https://data.census.gov
Woodcrest CDP: https://data.census.gov/table?q=Woodcrest+CDP,+California&g=160XX00US0686244
Riverside County: https://data.census.gov/table?q=Riverside+County&g=160XX00US0686244

As indicated at Table 4.11-2, Woodcrest CDP experienced a modest decline in population and households for the period 2020 – 2023. Overall employment (unemployment) remained essentially constant during this timeframe. As also indicated in Table 4.11-2, Riverside County as a whole experienced an increase in population and households for the period 2020 – 2023. Countywide employment increased (unemployment decreased) markedly during this timeframe.

[2] Census Designated Places (CDPs) are United States Census Bureau-designated unincorporated communities that are locally recognized and identified by name. CDPs do not have a legally defined boundary or an active, functioning governmental structure like an incorporated city or town.

4.11.2.4 Employment/Housing Balance

Balanced employment/housing conditions can be generally defined as an adequate supply of housing of appropriate types available to workers within a defined region. From another perspective, a balanced employment/housing condition is one where there are sufficient employment opportunities in a defined area providing enough local workers to occupy the available housing supply.

Woodcrest CDP and Riverside County lie within the Southern California Association of Governments (SCAG) region. Within the SCAG region, a jobs/housing ratio of 1.34 is considered a theoretic balanced condition. For Western Riverside County, the County General Plan PEIR indicates a proposed jobs/housing ratio of 1.03 under County General Plan Buildout (2040) Conditions (PEIR, Table 5.B – Jobs-to-Housing Ratio). Woodcrest CDP is primarily a residential area with a high rate of homeownership and relatively few local jobs compared to the number of households. U.S. Census data, integrated by UC Davis for the UC Davis *Jobs-Housing Fit* analysis, indicates Woodcrest CDP exhibits an overall jobs/housing ratio of approximately 0.38.[3] Additional jobs created by the Project would promote a more balanced jobs/housing ratio within Woodcrest CDP.

4.11.2.5 Housing Type and Tenure

Within Woodcrest CDP, approximately 88.7 percent of residences are single-family units, 1.2 percent are multi-family residences (2 or more units), and 10.1 percent are mobile homes. Of these, 90.9 percent are owner-occupied and 9.1 percent are renter-occupied.[4] For context, countywide Housing Inventory by Type and Housing Inventory by Tenure are summarized at Tables 4.11-3 and 4.11-4, respectively.

[3] UC Davis Center for Regional Change, Jobs-Housing Fit (JHFIT) Analysis: https://www.google.com/url?sa=t&source=web&rct=j&opi=89978449&url=https://interact.regionalchange.ucdavis.edu/roi/Download_Data/CA_PLACES_JHFIT_Tables_2014_Unlinked.xlsx&ved=2ahUKEwj1ptjOhtmNAxV_LkQIHbWoNIAQFnoECAkQAQ&usg=AOvVaw3iBLWOmxLfwCg17jE4yu4z

[4] US Census Data - Woodcrest CDP: https://data.census.gov/table/ACSST5Y2023.S1101?q=Woodcrest+CDP,+California&g=160XX00US0686244

Table 4.11-3
Housing Inventory by Type, 2020

Type	Riverside County Total		Unincorporated County	
	Estimate	Percentage	Estimate	Percentage
SF Detached	585,544	68.4%	101,081	70.7%
SF Attached	52,844	6.2%	2,493	1.7%
3-4 Units	39,044	4.6%	3,326	2.3%
5+ Units	98,023	11.5%	3,481	2.4%
Mobile Homes	80,669	9.4%	32,619	22.8%
Total	856,124	100.0%	143,000	100.0%

Source: Riverside County Housing Element Table P-15; California Department of Finance, 2020 Housing Estimates.

As indicated in Table 4.11-3, the single-family detached residences comprise the predominant portion of the County's housing stock. This is consistent with housing stock composition within Woodcrest CDP.

Table 4.11-4
Housing Inventory by Tenure (2018)

Planning Area	Total Units	Occupied Units		Vacant Units			
		Rental	Owner	For Rent	For Sale	Other*	Total
Western Unincorporated Riverside County	78,665	17,546	52,726	597	992	6,804	8,393
		22.3%	67.0%	0.8%	1.3%	8.6%	10.7%
Eastern Unincorporated Riverside County	28,092	5,186	14,640	370	586	7310	8,266
		18.5%	52.1%	1.3%	2.1%	26.0%	29.4%
Total Unincorporated Riverside County	106,757	22,732	67,366	967	1,578	14,114	16,659
		21.3%	63.1%	0.9%	1.5%	13.2%	15.6%

Source: Riverside County Housing Element Table P-16; 2014-2018 American Community Survey.
Notes: *Includes seasonal, recreational, occasional use, for migrant workers and other vacant.

As discussed in the Housing Element, composite 2018 County-wide tenure information indicated a 15.6 percent vacancy rate. In 2018, occupancy rates were higher in owned units (63 percent) than in rental units (21 percent). Owned units are more prevalent generally. The high vacancy rate in the unincorporated areas of eastern Riverside County is due primarily to the large number of vacation homes (Housing Element, Appendix P, Housing Background Report, pp. P-61, P-62).

4.11.3 PLANS, GOALS, POLICIES, AND REGULATIONS

4.11.3.1 Southern California Association of Governments (SCAG)

The Southern California Association of Governments (SCAG) is the federally recognized metropolitan planning organization (MPO) for this region, which encompasses over 38,000 square miles, and comprises representatives of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. SCAG is a regional planning agency and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. Relevant to the discussions here, SCAG plays a central role in the Regional Housing Needs Assessment (RHNA) process for the Southern California region, which includes Los Angeles, Orange, Riverside, San Bernardino, Ventura, and Imperial counties. To these ends, SCAG is responsible for developing the methodology to distribute the regional housing need (as determined by California Department of Housing and Community Development) among its member jurisdictions.

SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their potential impacts on regional planning programs. As Southern California's MPO, SCAG cooperates with the South Coast Air Quality Management District (SCAQMD), the California Department of Transportation (Caltrans), and other agencies in preparing regional planning documents.

In 2024, SCAG adopted the *2024 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal 2024).* Connect SoCal is a long-range plan that is supported by transportation and land use strategies intended to achieve California's greenhouse gas emission reduction goals and federal Clean Air Act requirements. Connect SoCal also supports regional planning objectives addressing public health, roadway safety, regional goods movement, and efficient use of resources.

4.11.3.2 Riverside County 2021 – 2029 Housing Element

The Riverside County 2021 – 2029 Housing Element (Housing Element) is the primary tool used by the State to ensure the County is appropriately planning for adequate and appropriate housing across all income levels. The current (6th Cycle) Housing Element covers the planning period 2021 – 2029. The Housing Element provides an assessment of existing and projected housing needs vs. existing and projected housing resources, and provides a plan to address any identified housing deficits.

State law mandates that each jurisdiction ensure availability of an adequate number of sites that have appropriate zoning, development standards, and infrastructure capacity to meet its fair share of its Regional Housing Needs Allocation (RHNA) at all income levels. Meeting the RHNA allocations is intended to relieve the undue concentration of very low and low-income households in a single jurisdiction and to help allocate resources in a fair and equitable manner. The County RHNA for the 2021 – 2029 planning period is summarized at Table 4.11-5.

Table 4.11-5
2021-2029 Unincorporated Riverside County Regional Housing Need

Income Category	Income Range*	2021-2029 RHNA
Extremely Low	$0 - $26,500	5,185
Very Low	$26,501 - $39,500	5,186
Low	$39,501 - $63,200	6,627
Moderate	$63,201 - $93,00	7,347
Above Moderate	$93,001 or more	16,302
Total		**40,647**

Source: Riverside County Housing Element Table H-1; SCAG, March 2021.
*Based on a four-person household.

4.11.3.3 SB 330 Considerations

Per SB 330, "the Housing Crisis Act of 2019", agencies shall not "chang[e] the general plan land use designation, specific plan land use designation, or zoning . . . to a less intensive use . . . below what was allowed under the land use designation and zoning ordinances in effect on January 1, 2018." For purposes of Government Code § 66300(b)(1)(A), a "less intensive use" includes any changes that would lessen the intensity of potential housing

development. SB 330 requires replacement capacity for any displaced residential units at the time of project approval. SB 330 applies generally to "Affected Cities" and "Affected Counties" as defined by the California Department of Housing and Community Development (HCD). As it relates to the analysis here, Affected Counties are defined as a CDP that is wholly within the boundaries of an urbanized area. Based on HCD's determination, 141 CDPs in 22 counties are identified as affected by the provisions of SB 330.[5]

Woodcrest CDP and the Project site are not within an Affected County as defined by HCD. The only CDPs within unincorporated Riverside County meeting the HCD definition of an Affected County are Bermuda Dunes, Coronita, and Desert Palms. The list of Affected Counties can be accessed at https://www.hcd.ca.gov/sites/default/files/docs/planning-and-community/affected-counties.pdf.

The General Plan Land Use Amendment proposed by the Project would commit approximately 5 acres of land currently designated for low-density single-family residential uses to commercial/retail development. However, the Project is not located within an Affected County as defined by HCD. The Project is therefore not subject to SB 330 requirements.

4.11.4 STANDARDS OF SIGNIFICANCE

Potential population and housing impacts considered in this Section are consistent with those identified in Woodcrest Retail Center Project Initial Study, June 2025; County of Riverside, Environmental Assessment Form: Initial Study. The EIR Initial Study in its entirety is presented at EIR Appendix A.

[5] https://www.hcd.ca.gov/planning-and-community-development/statutory-determinations

As established through the EIR Initial Study process, the Project could result in potentially significant impacts under the following topic, considered in detail within this Section:

- Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.

Impacts determined previously determined not to be potentially significant through the EIR Initial Study process include the following:

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

- *Create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income?*

These potential impacts are not further substantively addressed within this Section. See also EIR Appendix A, Initial Study and EIR Table 1.7-1, Summary of Impacts Determined Not to be Potentially Significant.

4.11.5 POTENTIAL IMPACTS AND MITIGATION MEASURES

4.11.5.1 Impact Statements

Potential Impact: Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.

Impact Analysis:

Displacement of Existing Housing, Reduction of Housing Capacity

The Project site does not contain existing housing. The Project proposes conventional commercial/retail development that would be contained entirely within the Project site

boundaries. The Project does not propose or require uses or actions that would result in off-site displacement of housing.

The Project would, however, convert approximately 5 acres of low-density single-family residential land uses to uses other than residential. In this respect, the Project could diminish total housing potential within Woodcrest CDP and Riverside County. The Housing Element at Appendix P,[6] Table P-32 indicates that within Riverside County, a total of 60,423 residential units were approved/entitled as of April 2021. Further, while no specific surplus housing capacity data is available for Woodcrest CDP, the Housing Element at Appendix P, Table P-33 indicates that as of September 2021, approximately 466 dwelling-unit capacity existed within the Elsinore Area Plan south of and adjacent to the Lake Mathews/Woodcrest Area Plan. An approximately 1,462 dwelling unit capacity existed within the Mead Valley Area Plan east of and adjacent to the Lake Mathews/Woodcrest Area Plan. The elimination of a potential 5 acres of single-family residential development that would result from the Project is not considered substantial in the context of the existing 60,423 units available countywide, or the approximately 1,928 dwelling-unit capacity available in Area Plans adjacent to the Lake Mathews/Woodcrest Area Plan.

SB 330 Considerations

The Project proposes a General Plan Land Use Amendment (GPA) that would commit approximately 5 acres of land currently designated for low-density single-family residential uses to commercial/retail development. Per SB 330, "the Housing Crisis Act of 2019," agencies shall not "chang[e] the general plan land use designation, specific plan land use designation, or zoning . . . to a less intensive use . . . below what was allowed under the land use designation and zoning ordinances in effect on January 1, 2018." For purposes of Government Code § 66300(b)(1)(A), a "less intensive use" includes any changes that would lessen the intensity of potential housing development.

[6] See Riverside Housing Element Appendix P: https://planning.rctlma.org/sites/g/files/aldnop416/files/migrated/Portals-14-genplan-2021-elements-Ch08-AppP-9.28.21.pdf

As discussed previously in this Section, the Project does not lie within an area subject to SB 330 requirements. The Project would therefore not conflict with or obstruct housing goals and policies established under SB 330.

Summary and Conclusions

As supported by the preceding discussions, the Project would not displace substantial numbers of existing housing. Nor would the Project reduce housing capacity in a manner that conflicts with or obstructs applicable housing policies. On this basis, the potential for the Project to displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere, is considered less than significant.

Level of Significance: Less-Than-Significant.

5.0 OTHER CEQA CONSIDERATIONS

5.0 OTHER CEQA CONSIDERATIONS

This Section of the EIR addresses other environmental considerations and topics mandated under the California Environmental Quality Act (CEQA). These topics include Cumulative Impacts, Alternatives to the Project, Growth Inducement, Significant Environmental Effects of the Project, and Significant and Irreversible Environmental Changes.

5.1 CUMULATIVE IMPACT ANALYSIS

The *CEQA Guidelines* require that an EIR identify any significant cumulative impacts associated with a project [*CEQA Guidelines*, Section 15130(a)]. When cumulative impacts are not deemed potentially significant, the document should explain the basis for that conclusion. Cumulative impacts are "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." [*CEQA Guidelines*, Section 15355]. Thus, a legally adequate cumulative impact analysis is an analysis of a given project viewed over time and with other related past, present, and foreseeable probable future projects, whose impacts might compound or interrelate with those of the Project considered here.

CEQA notes that the discussion of cumulative impacts should be guided by standards of practicality and reasonableness [*CEQA Guidelines*, Section 15130(b)]. Only those projects whose impacts might compound or interrelate with those of the Project under consideration require evaluation. CEQA does not require as much detail in the analysis of cumulative environmental impacts as must be provided for the Project alone.

The *CEQA Guidelines* identify two basic methods for satisfying the cumulative impacts analysis requirement: the list-of-projects methodology, and the summary-of-projections methodology. Because each environmental resource is affected by its surroundings in different manners, either of the two methodologies, or a combination of both, may be applied to the analysis of cumulative impacts to each resource. For example, because the approval and construction elements of development typically take at least one to two years, the list-of-projects method is likely to provide a more accurate projection of growth in the near term. This method may overstate potential cumulative impacts because the considered list of projects may include proposals that will never be developed. Because development proposals are rarely publicly disclosed until within five years of the expected development, the summary-of-projections method provides a more accurate long-term projection of growth. This method may not accurately predict growth in any given year, but aggregates various growth trends over the long term.

Related projects considered in this analysis are listed at Table 5.1-1 and mapped at Figure 5.1-1. This list of projects was developed in consultation with the County of Riverside staff and comprises those known or probable projects that could potentially interact with the effects of the Project.[1]

Table 5.1-1
Cumulative Projects

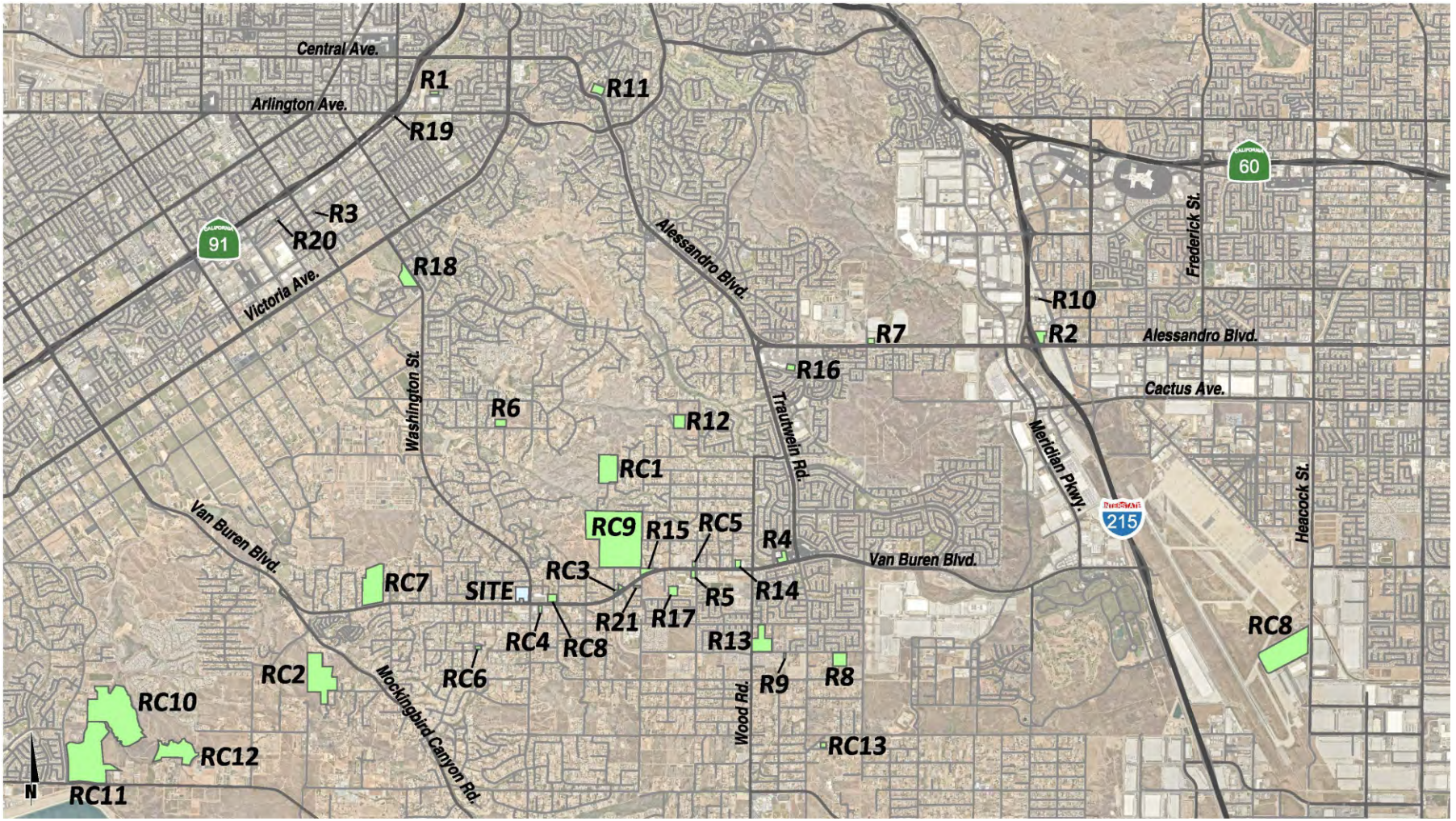
#	Name/Location	Land Use/Development Type	Quantity	Units[1]
County of Riverside				
RC1	TR36763	Single Family Residential	24	DU
RC2	TTM37665	Single Family Residential	36	DU
RC3	PPT180002	Fast Food with Drive Thru	5.000	TSF
RC4	Quick Quack - CUP230007	Automated Car Wash	3.596	TSF
RC5	Dutch Bros. - PPT210010	Coffee Shop with Drive Thru	0.950	TSF
RC6	PPT240062	Animal Shelter	45.000	TSF
RC7	TR36813	Single Family Residential	41	DU

[1] Consistent with CEQA best practices, the list of cumulative projects considered in this EIR comprise those past, present, and probable future projects that were known or reasonably foreseeable at the date of publication of the EIR Notice of Preparation (NOP). This approach and cutoff timing ensures the accuracy of the EIR evaluation of cumulative impacts and precludes speculative analysis regarding future projects.

Table 5.1-1
Cumulative Projects

#	Name/Location	Land Use/Development Type	Quantity	Units[1]
RC8	Meridian D-1 Gateway Aviation Center Project	Air Freight Cargo Center	7	APP
RC9	Arroyo Vista	Single Family Residential	231	DU
RC10	TTM38927	Single Family Residential	230	DU
RC11	TR36730	Single Family Residential	271	DU
RC12	TTM39011	Single Family Residential	73	DU
RC13	PUP250001	Church	4.000	TSF
City of Riverside				
R1	3301 Dominion Av.	Multifamily Residential	60	DU
R2	2620 E. Alessandro Bl.	Retail	15.000	TSF
		Industrial	73.200	TSF
R3	7434 Diamond St.	Church Expansion	7.078	TSF
R4	Panera Bread	Fast Food with Drive Thru	4.319	TSF
R5	18451 Van Buren Bl.	Sit Down Restaurant	4.300	TSF
		Office Space	9.920	TSF
R6	P16-0774	Single Family Residential	48	DU
R7	1006 E. Alessandro Bl.	Warehouse	603.100	TSF
R8	19811 Lurin Av.	Single Family Residential	81	DU
R9	19331 Lurin Av.	Single Family Residential	138	DU
R10	7055 Old 215 Frontage Rd.	Warehouse	118.580	TSF
R11	Orangecrest Community Church	Church	19.905	TSF
R12	18375 Ferrari Dr.	Single Family Residential	54	DU
R13	16600 Wood Rd.	Single Family Residential	72	DU
R14	18860 Van Buren Rd.	Multifamily Residential	74	DU
R15	Arco Gas Station	Gas Station with Convenience Store	16	VFP
R16	375 E. Alessandro	Multifamily Residential	347	DU
R17	18401 Van Buren Bl.	High School	1,000	STU
R18	2380 Washington St.	Agricultural Facility	12.31	AC
R19	3518 Arlington Av.	Retail	8.493	TSF
R20	7680 Casa Blanca St.	Charter School	260	STU
R21	16004 Chicago Av.	Multifamily Residential	24	DU

Source: *Woodcrest Retail Center Traffic Analysis* (Urban Crossroads, Inc.) June 23, 2026.
[1] AC = Acres; APP = Aircraft Parking Positions; DU = Dwelling Units; STU= Students; TSF = Thousand Square Feet; TUN = Tunnel; VFP = Vehicle Fueling Positions



N

NOT TO SCALE

Source: Urban Crossroads, Inc.

applied planning inc

Figure 5.1-1
Cumulative Project Locations

Unless otherwise stated, this cumulative impact analysis assesses the Project's effects in relation to the projected buildout of Riverside County and the Lake Mathews/Woodcrest Area Plan, as described in the Riverside County General Plan.[2] If more specific, differing, or detailed information is available compared to the General Plan or applicable regional plans, that information has been considered.

5.1.1 DISCUSSION OF CUMULATIVE IMPACTS

Unless otherwise indicated in the subsequent discussions, cumulative impacts of the Project include both the Base development concept and the Parcel 1 Option development concept. The following sections discuss potential cumulative impacts for each of the EIR's environmental topics, including:

- Air Quality;
- Biological Resources;
- Cultural Resources/Tribal Cultural Resources (also includes Paleontological Resources/Geological Resources);[3]
- Greenhouse Gas (GHG) Emissions;
- Energy;
- Hazards/Hazardous Materials;
- Hydrology/Water Quality;
- Land Use and Planning;
- Noise;
- Population/Housing; and
- Transportation.

Under other environmental topics, Project impacts have been previously determined through the EIR Initial Study process not to be potentially significant. No further

[2] Any subsequent reference to the Riverside County General Plan includes all revisions to date.

[3] The topic of potential impacts to paleontological resources/unique geological resources has been appropriately located in this Section as the topics also relate to impacts to cultural resources. By avoiding creation of an entire EIR section devoted to a single topic (in this case, paleontological resources/unique geological resources) this organization of topics also reduces unnecessary paperwork as suggested under CEQA.

substantive analysis is provided under these topics, listed and summarized at Table 5.1-2. Please refer also to EIR Section 1.7, *Impacts Not Found To Be Potentially Significant* and the Initial Study provided at EIR Appendix A.

Table 5.1-2
Summary of Impacts Determined Not to be Potentially Significant

Initial Study Checklist Question	Initial Study Findings
AESTHETICS Would the project	
1. Scenic Resources **Aesthetics 1a. Have a substantial effect upon a scenic highway corridor within which it is located?**	The Project would have no impact on a scenic highway corridor because the site is not located within or along a designated scenic highway, and Project development would not be visible from, or otherwise affect views along, any scenic highways.
Aesthetics 1b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and unique or landmark features; obstruct any prominent scenic vista or view open to the public; or result in the creation of an aesthetically offensive site open to public view?	The Project would have a less-than-significant impact on scenic resources and public views because there are no identified scenic resources on or near the site and all development must comply with County design standards, resulting in a contemporary commercial development that is not visually intrusive or objectionable.
Aesthetics 1c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? If the Project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality?	The Project would have a less-than-significant impact on visual character and scenic quality because it is located in an urbanized area, proposes conventional retail/commercial design, and must comply with applicable zoning and design regulations that govern scenic quality.
2. Mt. Palomar Observatory **Aesthetics 2a. Interfere with the nighttime use of the Mt. Palomar Observatory, as protected through Riverside County Ordinance No. 655?**	The Project would have no impact on the nighttime use of the Mt. Palomar Observatory because the site lies outside Zones A and B of the Mt. Palomar Nighttime Lighting Policy Area and Project lighting would comply with County lighting design requirements.
3. Other Lighting Issues **Aesthetics 3a. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?**	The Project would have a less-than-significant impact related to light and glare because building-, wall-, and pole-mounted lighting and illuminated signs must comply with County design standards (including Ordinance No. 915), which ensure adequate illumination while minimizing overspill and glare.

Table 5.1-2
Summary of Impacts Determined Not to be Potentially Significant

Initial Study Checklist Question	Initial Study Findings
Aesthetics 3b. Expose residential property to unacceptable light levels?	The Project would have a less-than-significant impact on nearby residential properties from lighting because, although residences exist to the north, west, and east, compliance with County lighting requirements and performance standards would preclude unacceptable light levels at these properties.
AGRICULTURE & FOREST RESOURCES Would the project	
4. Agriculture **Agriculture 4a. 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?**	The Project would have no impact on Prime Farmland, Unique Farmland, or Farmland of Statewide Importance because the site is classified as Urban and Built-Up Land and is not designated as Farmland of any type.
Agriculture 4b. Conflict with existing agricultural zoning, agricultural use or with land subject to a Williamson Act contract or land within a Riverside County Agricultural Preserve?	The Project would have no impact on agricultural zoning, Williamson Act lands, or agricultural preserves because the site is not zoned for agriculture, is not under a Williamson Act contract, and is not within a designated agricultural preserve, nor would it affect other such lands.
Agriculture 4c. Cause development of non-agricultural uses within 300 feet of agriculturally zoned property (Ordinance No. 625 "Right-to-Farm")?	The Project would have no substantial impact related to development of non-agricultural uses within 300 feet of agriculturally zoned property. It is recognized here that the northern portion of the Project site and the properties to the north and east are currently zoned A-1-1 (Light Agriculture zone with a minimum lot size of 1 acre). However, these properties are designated Rural Community – Very Low Density Residential (RC VLDR) by the County General Plan. These properties are currently, and have historically been, developed with residential uses; moreover, to allow the Project, the County has previously approved a Foundational Component Plan General Plan Amendment that redesignated these affected portions of the Project site from RC VLDR to Community Development – Commercial Retail. Therefore, the Project would not convert

Table 5.1-2
Summary of Impacts Determined Not to be Potentially Significant

Initial Study Checklist Question	Initial Study Findings
	active agricultural land to non-agricultural use or result in potentially significant impacts to agricultural lands or agricultural uses. Notwithstanding this conclusion, because the Project site is located within 300 feet of land zoned A-1-1 (Light Agriculture), which is classified as "land zoned for primarily agricultural purposes" under Riverside County Ordinance No. 625 (Right to Farm), the Project remains subject to, and would be required to comply with, Ordinance No. 625, including the standard Right to Farm disclosure requirements applicable to properties within 300 feet of agriculturally-zoned land.
Agriculture 4d. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?	The Project would have no impact with respect to other changes that could result in conversion of Farmland to non-agricultural use for the same reasons described under checklist items 4a through 4c.
5. Forest **Forest 5a. 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 Govt. Code section 51104(g))?**	The Project would have no impact on forest land, timberland, or Timberland Production zoning because the site and surrounding properties are not zoned for these uses.
Forest 5b. Result in the loss of forest land or conversion of forest land to non-forest use?	The Project would have no impact related to loss or conversion of forest land because there is no forest land on the site or in the immediate vicinity.
Forest 5c. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use?	The Project would have no impact involving other environmental changes that could result in conversion of forest land to non-forest use because no forest lands occur on or near the site.
AIR QUALITY Would the project	
6. Air Quality Impacts	The Project would have a less-than-significant impact related to odors because construction-related odors would be short-term and controlled through a required

Table 5.1-2
Summary of Impacts Determined Not to be Potentially Significant

Initial Study Checklist Question	Initial Study Findings
Air Quality 6d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	material handling plan, operational refuse would be stored in covered containers and removed regularly under County regulations, and compliance with SCAQMD Rule 402 would prevent objectionable odors from affecting a substantial number of people.
CULTURAL RESOURCES Would the project	
9. Archaeological Resources **Archaeological Resources 9c. Disturb any human remains, including those interred outside of formal cemeteries?**	The Project would have a less-than-significant impact on human remains because the likelihood of encountering remains is low and, if discovered, work would stop and legally required procedures involving the County Coroner and, where appropriate, the Native American Heritage Commission would be followed.
GEOLOGY AND SOILS Would the project	
11. Alquist-Priolo Earthquake Fault Zone of County Fault Hazard Zones **Geology 11a. Be subject to rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area based on other substantial evidence of a known fault?**	The Project would have a less-than-significant impact related to fault rupture because no active or potentially active faults traverse the site, the property is not within an Alquist-Priolo or County fault hazard zone, and all improvements must comply with site-specific geotechnical recommendations and California Building Code seismic design standards.
12. Liquefaction Potential Zone **Geology 12a. Be subject to seismic-related ground failure, including liquefaction?**	The Project would have a less-than-significant impact related to liquefaction because the site is not mapped in a liquefaction hazard area (it is noted however that parcel 273-141-004 is partially within a 'low' liquefaction zone). All development must conform to geotechnical recommendations and applicable seismic design standards in the California Building Code.
13. Ground-shaking Zone **Geology 13a. Be subject to strong seismic ground shaking?**	The Project would have a less-than-significant impact from strong seismic ground shaking because, while regional shaking is expected, the site is not subject to unusual ground-shaking hazards and all improvements would be designed under geotechnical recommendations and California Building Code seismic requirements.

Table 5.1-2
Summary of Impacts Determined Not to be Potentially Significant

Initial Study Checklist Question	Initial Study Findings
14. Landslide Risk **Geology 14a. Be located on a geologic unit or soil that is unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, collapse, or rockfall hazards?**	The Project would have no impact related to landslides, lateral spreading, collapse, or rockfall because the site and surrounding properties are essentially level, lack significant slopes or cliffs, and are not within a designated slope-instability area.
15. Ground Subsidence **Geology 15a. Be located on a geologic unit or soil that is unstable as a result of the project, and potentially result in ground subsidence?**	The Project would have a less-than-significant impact related to unstable soils or ground subsidence because there are no known unstable soils or subsidence hazards on the site and all development must comply with geotechnical recommendations and California Building Code standards.
16. Other Geologic Hazards **Geology 16a. Be subject to geologic hazards, such as seiche, mudflow, or volcanic hazard?**	The Project would have no impact from geologic hazards such as seiche, mudflow, or volcanic activity because there are no nearby water bodies or storage facilities susceptible to seiche, no volcanoes in proximity, and no significant slopes capable of generating mudflows in the area.
17. Slopes **Geology 17a. Change topography or ground surface relief features?**	The Project would have a less-than-significant impact on topography and ground surface relief because there are no notable topographic features on or near the site and grading would be limited and subject to County review and requirements.
Geology 17b. Create cut or fill slopes greater than 2:1 or higher than 10 feet?	The Project would have no impact with respect to creating cut-or-fill slopes steeper than 2:1 or higher than 10 feet because such slopes are not proposed or required.
Geology 17c. Result in grading that affects or negates subsurface sewage disposal systems?	The Project would have no impact on subsurface sewage disposal systems because none are proposed and grading would not affect such systems.
18. Soils **Geology 18a. Result in substantial soil erosion or the loss of topsoil?**	The Project would have a less-than-significant impact related to soil erosion or loss of topsoil because construction activities would be regulated under the NPDES construction stormwater permit with a SWPPP and, long term, an approved WQMP would manage stormwater and minimize erosion.

Table 5.1-2
Summary of Impacts Determined Not to be Potentially Significant

Initial Study Checklist Question	Initial Study Findings
Geology 18b. Be located on expansive soil, as defined in Section 1802.3.2 of the California Building Code (2007), creating substantial risks to life or property?	The Project would have a less-than-significant impact related to expansive soils because no expansive soil conditions are known on the site and all construction would follow geotechnical recommendations and applicable California Building Code provisions.
Geology 18c. Have soils incapable of adequately supporting use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	The Project would have no impact related to soils' ability to support septic or alternative wastewater systems because no such systems are proposed and wastewater would be directed to the public sewer system.
19. Wind Erosion and Blowsand from the Project either on or offsite. **Geology 19a. Be impacted by or result in an increase in wind erosion and blowsand, either on or off site?**	The Project would have a less-than-significant impact from wind erosion and blowsand because, although the area has moderate susceptibility, compliance with County ordinances and SCAQMD Rule 403 (including best available control measures) would control dust and wind erosion.
HAZARDS AND HAZARDOUS MATERIALS Would the project	
21. Hazards and Hazardous Materials **Hazards 21a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**	The Project would have a less-than-significant impact from routine transport, use, or disposal of hazardous materials because construction and operation would involve only typical quantities of such materials and would be subject to existing federal, State, and County regulations.
Hazards 21b. 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?	The Project would have a less-than-significant impact related to the potential for an accidental release of hazardous materials because applicable regulations and required plans would minimize the likelihood and consequences of such an event.
Hazards 21c. Impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan?	The Project would have a less-than-significant impact on emergency response and evacuation because construction traffic would be managed under a traffic management plan and operations would not interfere with adopted emergency response or evacuation plans.
Hazards 21e. Be located on a site which is included on a list of hazardous materials sites compiled pursuant and, as a result,	The Project would have no impact related to being on or near a site listed as contaminated under Government Code Section 65962.5 because the site is not on such lists

Table 5.1-2
Summary of Impacts Determined Not to be Potentially Significant

Initial Study Checklist Question	Initial Study Findings
would it create a significant hazard to the public or the environment?	and environmental database searches and site reconnaissance do not identify listed hazardous waste sites.
22. Airports **Airports 22a. Result in an inconsistency with an Airport Master Plan?**	The Project would have no impact related to consistency with an adopted Airport Master Plan because it is not located within an area governed by a public airport master plan.
Airports 22b. Require review by the Airport Land Use Commission?	The Project would have a less-than-significant impact regarding airport land use compatibility because, although it lies within the March Air Reserve Base Airport Influence Area, required Airport Land Use Commission review and adherence to any conditions (including buyer notification) would ensure compatibility.
Airports 22c. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	The Project would have no impact regarding safety hazards for people residing or working in the Project area from a public airport because the site is not within two miles of a public or public-use airport.
Airports 22d. For a Project within the vicinity of a private airstrip, or heliport, would the Project result in a safety hazard for people residing or working in the Project area?	The Project would have no impact related to safety hazards from a private airstrip or heliport because no such facilities are located in the vicinity.
HYDROLOGY AND WATER QUALITY Would the project	
23. Water Quality Impacts **Hydrology 23b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?**	The Project would have a less-than-significant impact on groundwater supplies and recharge because it would receive potable water from Western Municipal Water District, would not directly pump groundwater, and would not significantly interfere with groundwater recharge.
Hydrology 23g. Impede or redirect flood flows?	The Project would have a less-than-significant impact with respect to exposing people or structures to

Table 5.1-2
Summary of Impacts Determined Not to be Potentially Significant

Initial Study Checklist Question	Initial Study Findings
	flooding related to changes in flood flows because the site is not within a special flood hazard area and Project improvements would not impede or redirect flood flows in a manner that increases risk.
Hydrology 23h. In flood hazard, tsunami, or seiche zones, risk the release of pollutants due to Project inundation?	The Project would have a less-than-significant impact related to the release of pollutants in a flood, tsunami, or seiche because the site is not subject to tsunami or seiche hazards and hazardous materials on site would be managed under a hazardous materials business plan that reduces flood-related release risks.
LAND USE/PLANNING Would the project	
24. Land Use **Land Use 24a. Physically divide an established community?**	The Project would have a less-than-significant impact on the division of an established community because it would develop a vacant/underutilized site with commercial uses and would not introduce barriers or discontinuities that would physically divide the community.
MINERAL RESOURCES Would the project	
25. Mineral Resources **Minerals 25a. Result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State?**	The Project would have no impact on the availability of regionally important mineral resources because the area is classified MRZ-3, with no identified mineral deposits of known economic value or existing extraction operations.
Minerals 25b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	The Project would have no impact on locally important mineral resources because the site is not designated as a mineral resource area in the General Plan or Area Plan.
Minerals 25c. Potentially expose people or property to hazards from proposed, existing or abandoned quarries or mines?	The Project would have no impact related to hazards from mines or quarries because there are no existing or proposed mines or quarries on or near the site.
NOISE Would the project	
26. Airport Noise	The Project would have no impact from public airport noise because it is not located within two miles of a

Table 5.1-2
Summary of Impacts Determined Not to be Potentially Significant

Initial Study Checklist Question	Initial Study Findings
Noise 26a. For a project located within an airport land use plan, or where such 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?	public or public-use airport and is not within an airport noise contour.
Noise 26b. For a Project within the vicinity of a private airstrip, would the Project expose people residing or working in the Project area to excessive noise levels?	The Project would have no impact from private airstrip noise because there are no known private airstrips or heliports in the vicinity.
POPULATION AND HOUSING Would the project	
29. Housing **Housing 29a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes or businesses) or directly (for example, through extension of roads or other infrastructure)?**	The Project would have a less-than-significant impact related to inducing population growth because it is a commercial development served by the existing regional labor pool and does not include or necessitate new housing.
Housing 29c. Create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income?	The Project would have a negligible impact on the demand for housing, including affordable housing, because it does not induce substantial new population growth or displace existing residences.
PUBLIC SERVICES Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the 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:	
Public Services 30 (Fire).	The Project would have a less-than-significant impact on fire protection services and facilities because it would incrementally increase service demand but not to a degree requiring new or expanded fire stations, and it would pay applicable development impact fees.
Public Services 31 (Sheriff).	The Project would have a less-than-significant impact on law enforcement services and facilities because

Table 5.1-2
Summary of Impacts Determined Not to be Potentially Significant

Initial Study Checklist Question	Initial Study Findings
	service demands would increase only incrementally and would not necessitate new or expanded Sheriff facilities.
Public Services 32 (Schools).	The Project would have a less-than-significant impact on schools because it does not generate a residential population and will pay required school impact fees.
Public Services 33 (Libraries).	The Project would have a less-than-significant impact on library services because it does not add residents and therefore does not substantially increase library demand.
Public Services 34 (Health Services).	The Project would have a less-than-significant impact on health services because it does not introduce a residential population and would not substantially increase demand for health care facilities.
RECREATION	
35. Parks and Recreation **Recreation 35a. Would the project increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**	The Project would have a less-than-significant impact on existing park facilities because it does not include housing, will not generate a substantial resident population, and would not substantially increase the use of existing parks.
Recreation 35b. Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	The Project would have a less-than-significant impact related to the need for new or expanded recreational facilities because it neither includes nor depends upon park or recreational uses and does not create substantial new park demand.
Recreation 35c. Is the Project located within a Community Service Area or recreation and park district with a Community Parks and Recreation Plan (Quimby fees)?	The Project would have no impact with respect to park districts and Quimby Act requirements because the site is within CSA 152, which provides street sweeping only and is not a park or recreation district.
36. Recreational Trails	The Project would have no impact on recreational trails because there are no designated recreational trails on or adjacent to the site.
37. Transportation	

Table 5.1-2
Summary of Impacts Determined Not to be Potentially Significant

Initial Study Checklist Question	Initial Study Findings
Transportation 37c. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	The Project would have a less-than-significant impact related to transportation safety hazards or incompatible uses because site access and internal circulation must comply with County design standards, ensure adequate sight distance, and accommodate compatible vehicle movements.
Transportation 37d. Cause an effect upon, or a need for new or altered maintenance of roads?	The Project would have a less-than-significant impact related to road maintenance needs because required frontage and off-site improvements are typical of urban development and tax/fee revenues generated by the Project would offset incremental maintenance demands.
Transportation 37e. Cause an effect upon circulation during the Project's construction?	The Project would have a less-than-significant impact on circulation during construction because construction traffic would be controlled under a Construction Traffic Management Plan that maintains reasonable traffic flow and emergency access.
Transportation 37f. Result in inadequate emergency access or access to nearby uses?	The Project would have a less-than-significant impact on emergency access because site design and access must be reviewed and approved to meet emergency vehicle access requirements and the Project would not block designated evacuation routes.
37. Bike Trails	The Project would have no impact on designated bike trails because none exist proximate to the site and Project improvements would not affect any such facilities.
UTILITY AND SERVICE SYSTEMS Would the project	
39. Water **Water 39a. Require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects?**	The Project would have a less-than-significant impact on water treatment facilities because it would be served by existing Western Municipal Water District infrastructure and would not require construction of new or expanded treatment facilities.
Water 39b. Have sufficient water supplies available to serve the project from existing	The Project would have a less-than-significant impact on water supply because Western Municipal Water District is expected to have sufficient entitlements and

Table 5.1-2
Summary of Impacts Determined Not to be Potentially Significant

Initial Study Checklist Question	Initial Study Findings
entitlements and resources, or are new or expanded entitlements needed?	supplies, and the Project must obtain a will-serve letter before construction.
40. Sewer **Sewer 40a. Require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities the construction of which would cause significant environmental effect?**	The Project would have a less-than-significant impact on wastewater treatment facilities because it would connect to the Van Buren Sewer CFD and the Regional Water Quality Control Plant, which have capacity to serve the Project without requiring new or expanded facilities.
Sewer 40b. Result in a determination by the wastewater treatment provider that serves or may service the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	The Project would have a less-than-significant impact on wastewater treatment capacity because the CFD and RWQCP have adequate capacity and the Project would pay required connection and capacity fees.
41. Solid Waste **Solid Waste 41a. Is the Project served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs?**	The Project would have a less-than-significant impact on landfill capacity because construction and operational solid waste would be within the remaining capacity of the El Sobrante Landfill, particularly with compliance with State diversion requirements.
Solid Waste 41b. Does the Project comply with federal, state, and local statutes and regulations related to solid wastes including the CIWMP?	The Project would have a less-than-significant impact regarding compliance with solid-waste regulations because it must adhere to applicable State laws, regulations of the Riverside County Waste Management Department, and local diversion programs.
42. Utilities **Would the project impact the following facilities requiring or resulting in the construction of new facilities or the expansion of existing facilities; the construction of which could cause significant environmental effects?**	
Utilities 42a–f. Electricity, natural gas, communications systems, street lighting, maintenance of public facilities (including roads), other governmental services?	The Project would have a less-than-significant impact on utilities and service systems for electricity, natural gas, communications, street lighting, road maintenance, and other governmental services because all necessary utilities are available in the area, extensions would be

Table 5.1-2
Summary of Impacts Determined Not to be Potentially Significant

Initial Study Checklist Question	Initial Study Findings
	typical of urban development, and no unusual new facilities are required.
WILDFIRE If located in or near state responsibility areas or lands classified as very high fire severity zones, would the project:	
Wildfire a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	The Project would have less-than-significant impacts related to wildfire risk because the site is not within a Very High Fire Hazard Severity Zone, is in an urbanized setting with existing access and infrastructure, and Project designs must comply with applicable fire and building codes governing ignition resistance, access, and emergency response.
Wildfire 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?	
Wildfire c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	
Wildfire 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?	
Wildfire e. Expose people or structures either directly or indirectly to a significant risk of loss, injury or death involving wildland fires.	

Source: *Woodcrest Retail Center Project Initial Study*, June 2025, EIR Appendix A, County of Riverside, Environmental Assessment Form: Initial Study.

5.1.1.1 Cumulative Impacts Related to Land Use and Planning

The cumulative impact area, when considering potential cumulative land use and planning issues, includes areas that are currently, or are anticipated to be, subject to provisions of the County of Riverside General Plan, Zoning Ordinance, and/or Special Planning Documents (e.g., Specific Plans).

General Plan and Zoning Considerations

Existing and proposed General Plan Land Use and Zoning designations for the Project site are summarized at Table 5.1-3.[4]

Table 5.1-3
Existing and Proposed
General Plan Land Use and Zoning Designations

	Existing		Proposed	
APN	General Plan Land Use	Zoning	General Plan Land Use	Zoning
273-130-014	RC-VLDR (Rural Community - Very Low Density Residential)	A-1-1 (Light Agricultural – 1 Acre Minimum Lot Size)	CR	C-P-S
273-130-019	RC-VLDR	A-1-1	CR	C-P-S
273-141-003	CR (Commercial Retail)	C-P-S (Scenic Highway Commercial)	CR	C-P-S
273-141-004	CR	C-P-S	CR	C-P-S
273-141-005	CR	C-P-S	CR	C-P-S
273-141-006	CR	C-P-S	CR	C-P-S
273-141-007	CR	C-P-S	CR	C-P-S

Sources. County of Riverside General Plan; Lake Mathews/Woodcrest Area Plan; Woodcrest Retail Center Site Plan Concept, March 2025.
Notes. The Project site is not subject to and would not affect any local Area Plan Overlay, Policy Area, or Specific Plan Designation(s).

The Project would be allowed under the proposed CR General Plan Land Use designation and C-P-S zoning designation. More specifically, as described in the General Plan, "[t]he Commercial Retail land use designation allows for the development of commercial retail uses at a neighborhood, community and regional level, as well as for professional office and tourist-oriented commercial uses" (General Plan, p. LU-60).

[4] Unless otherwise noted, General Plan Land Use and Area Plan Land Use designations are consistent.

The Project proposes a Base development concept, and a "Parcel 1 Option" development concept. Under the Base development concept, Parcel 1 would be developed with a convenience store/retail gas station. Under the Parcel 1 Option, Parcel 1 would be developed with retail/restaurant uses. Under either development concept, the remainder of the Project site (Parcels 2 – 6) would be developed with a supermarket, shops, and restaurant uses. Uses and development proposed under both the Base development concept and the Parcel 1 Option development concept would be allowed under the site's proposed CR General Plan Land Use designation and C-P-S Zoning designation.

Summary

Because the Project includes a request to amend the subject site's land use designations, it is, by definition, inconsistent with the existing designation unless and until those amendments are adopted. This inconsistency is an inherent attribute of the Project and reflects a legislative policy choice by the decision-making body, rather than a physical change in the environment. The act of requesting and approving a revised land use designation, in and of itself, does not create a physical environmental effect and therefore does not constitute an environmental impact for purposes of CEQA. Moreover, as documented throughout this EIR, all of the Project's potential physical environmental effects associated with implementation of the proposed land use amendments are either less than significant or can be reduced to a less-than-significant level with mitigation. Accordingly, the environmental effects of the Project's proposed land use amendments would be less than significant.

The Project land uses, development concepts, and operations would be required to conform to all governing land use plans (as amended). The Project concepts would be required to conform to regulations and standards established by the County. The County would ensure compliance of the Project final designs with applicable regulations and standards through established design and development review processes.[5] The Project would not conflict with or obstruct relevant local and regional plans.

[5] See also: https://planning.rctlma.org/development-review-flowcharts

Based on the preceding, the Project's contributions to potential cumulative land use and planning impacts are therefore not considerable, and the cumulative effects of the Project would be less than significant.

5.1.1.2 Cumulative Impacts Related to Transportation

The Project Vehicle Miles Traveled (VMT) Assessment cumulative impact area coincides with relevant Riverside County Transportation Analysis Model Traffic Analysis Zones (TAZs).

Cumulative VMT Impacts

The Project VMT Screening Evaluation considers potential VMT effects of the Project in the context of screening criteria established in County of Riverside Transportation Analysis Guidelines for Level of Service [and] Vehicle Miles Traveled (County Guidelines).[6] The County Guidelines screening criteria are designed to quickly identify projects that are presumed to have a less-than-significant impact on VMT, and therefore do not require detailed VMT analysis or mitigation. Projects meeting at least one of the County Guidelines screening criteria are presumed to have a less-than-significant VMT impact. As substantiated at EIR Section 4.2 *Transportation*, the Project qualifies under the County Guidelines screening criteria: "Small Projects" and "Local Serving Retail." The Project is therefore presumed to have a less-than-significant VMT impact.

Small Projects Screening Criteria

The County Guidelines Small Projects Screening Criteria provides that land use projects that would generate less than 3,000 MTCO2e/yr. of greenhouse gases would result in a less-than-significant VMT impact. The Project Greenhouse Gas Analysis substantiates that greenhouse gases generated by both the Project Base development concept and the Parcel 1 Option would not exceed the 3,000 MTCO2e/yr. threshold (EIR Appendix E, *Woodcrest Retail Center Greenhouse Gas Analysis* [Urban Crossroads, Inc.] September 9, 2025, pp. 47, 48). The Project therefore qualifies under the GHG provisions of the Small Projects screening criteria.

[6] *County of Riverside Transportation Analysis Guidelines for Level of Service [and] Vehicle Miles Traveled* can be accessed at: https://trans.rctlma.org/sites/g/files/aldnop401/files/migrated/Portals-7-2020-12-15-20--20Transportation-20Analysis-20Guidelines.pdf.

Local-Serving Retail Screening Criteria

As discussed in the County Guidelines, local-serving retail projects that do not include any single tenant exceeding 50,000 square feet may be presumed to result in a less-than-significant VMT impact, provided the County Transportation Department determines the use to be local-serving in nature. The Project does not include any individual building exceeding 50,000 square feet and is designed to provide commercial/retail services intended to primarily serve local patrons. In this regard, as discussed in the Project Air Quality Impact Analysis, the Project Service Area encompasses an approximate 2-mile radius surrounding the Project site. The predominance of the Project customer base resides within this Service Area. Based on the preceding, the Project qualifies under the Local Serving Retail screening criteria.

On the basis of the preceding, the Project is presumed to result in a less-than-significant VMT impact. The Project's cumulative VMT impact is therefore considered less than significant.

Other Transportation Topics

- Potential to conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

Under the above-listed topic, as discussed at EIR Section 4.2, *Transportation*, Project impacts would be less than significant. Project contributions to cumulatively significant impacts would similarly be less than significant.

5.1.1.3 Cumulative Impacts Related to Air Quality

The cumulative impact area for air quality considerations is generally defined by the encompassing Air Basin and boundaries of the jurisdictional air quality management agency. In this case, the South Coast Air Basin (Basin) and the South Coast Air Quality Management District (SCAQMD), respectively. Project air pollutant emissions within the context of SCAQMD's regional emissions thresholds provide an indicator of potential cumulative impacts in the Basin. Due to the defining geographic and meteorological characteristics of the Basin, criteria pollutant emissions that could cumulatively impact

air quality would be, for practical purposes, restricted to the Basin. Accordingly, the geographic area encompassed by the Basin is the appropriate limit for the cumulative Air Quality analysis.

Construction-Source Emissions

Regional Impacts

As discussed at EIR Section 4.3, *Air Quality*, Project construction-source air pollutant emissions under would not exceed applicable SCAQMD regional thresholds and would be less than significant. Per SCAQMD criteria, less-than-significant impacts at the Project level are not cumulatively considerable. Project cumulative construction-source emissions regional air quality impacts would be less than significant.

Localized Impacts

As discussed at EIR Section 4.3, *Air Quality*, Project construction-source air quality emissions would not exceed applicable SCAQMD Localized Significance Thresholds (LSTs) and would therefore be less than significant. Per SCAQMD criteria, less-than-significant impacts at the Project level are not cumulatively considerable. Project cumulative construction-source emissions localized air quality impacts would be less than significant.

Nonattainment Impacts

The Project is located within ozone and $PM_{10}/PM_{2.5}$ nonattainment areas (NO_x is a precursor to ozone and $PM_{10}/PM_{2.5}$). As discussed at EIR Section 4.3, *Air Quality*, Project construction-source emissions would not exceed applicable SCAQMD thresholds and would therefore not result in a cumulatively considerable net increase in criteria pollutants (ozone and $PM_{10}/PM_{2.5}$) for which the encompassing region is nonattainment. Project-level and cumulative impacts would therefore be less than significant. Project cumulative construction-source emissions nonattainment impacts would be less than significant.

AQMP Consistency Impacts

As discussed at EIR Section 4.3, *Air Quality*, Project construction-source air pollutant emissions would not exceed any applicable thresholds and would therefore be less than significant. On this basis, the potential for the Project construction-source emissions to conflict with or obstruct implementation of the AQMP would be less than significant. Per SCAQMD criteria, less-than-significant impacts at the Project level are not cumulatively considerable. Project cumulative construction-source emissions AQMP consistency impacts would be less than significant.

Operational-Source Emissions

Regional Impacts

The Project AQIA and the discussions at EIR Section 4.3, *Air Quality*, substantiate that the Project operational-source air quality impacts would be less than significant. The Project would incorporate design features including contemporary energy-efficient technologies and operational programs and would be required to comply with SCAQMD emissions reductions measures and rules. These measures would further reduce already less-than-significant Project operational-source air pollutant emissions. Per SCAQMD criteria, less-than-significant impacts at the Project level are not cumulatively considerable. Project cumulative operational-source emissions regional air quality impacts would be less than significant.

Localized Impacts

As discussed at EIR Section 4.3, *Air Quality*, Project operational-source air quality emissions would not exceed applicable SCAQMD Localized Significance Thresholds (LSTs) and would therefore be less than significant. Per SCAQMD criteria, less-than-significant impacts at the Project level are not cumulatively considerable. Project cumulative operational-source emissions localized air quality impacts would be less than significant.

Nonattainment Impacts

The Project is located within ozone and $PM_{10}/PM_{2.5}$ nonattainment areas (NO_x is a precursor to ozone and $PM_{10}/PM_{2.5}$). As discussed at EIR Section 4.3, *Air Quality*, and summarized here, Project operational-source emissions would not exceed applicable SCAQMD thresholds and would therefore not result in a cumulatively considerable net increase in criteria pollutants (ozone and $PM_{10}/PM_{2.5}$) for which the encompassing region is nonattainment. Project cumulative operational-source emissions nonattainment impacts would be less than significant.

AQMP Consistency Impacts

Project operational-source emissions would not exceed applicable SCAQMD thresholds. Project operational-source emissions would not otherwise be inconsistent with or obstruct implementation of the AQMP. Project cumulative operational-source emissions AQMP consistency impacts would be less than significant.

Potential Exposure of Sensitive Receptors to Substantial Pollutant Concentrations

Sensitive receptors can include uses such as long-term health care facilities, rehabilitation centers, and retirement homes. Residences, schools, playgrounds, childcare centers, and athletic facilities can also be considered sensitive receptors. The discussion at EIR Section 4.3 *Air Quality*, *Localized Impacts* substantiates the sensitive receptors nearest the Project site would not be subject to emissions exceeding SCAQMD Localized Significance Thresholds. Nor would the Project create or result in localized CO hot spots. The EIR and AQIA also substantiate that potential impacts of Project-source TACs associated with the Project retail gasoline station would be less than significant.

Based on the preceding, the potential for the Project to expose sensitive receptors to substantial pollutant concentrations is considered less than significant. Per SCAQMD criteria, less-than-significant impacts at the Project level are not cumulatively considerable. Project emissions would not result in cumulatively significant impacts at area sensitive receptors.

5.1.1.4 Cumulative Impacts Related to GHG Emissions

CEQA emphasizes that the effects of greenhouse gas emissions are cumulative and should be analyzed in the context of CEQA's requirements for cumulative impacts analysis. (*CEQA Guidelines,* Section 15130(f)). The Project Greenhouse Gas (GHG) Analysis (EIR Appendix E) is by nature a cumulative analysis. Because GHG emissions and climate change are a global issue, any approved project regardless of its location has the potential to contribute to a cumulative global accumulation of GHG emissions. The geographic context of the cumulative contributions to GHGs and climate change is worldwide. Practically however, lead agencies and responsible agencies are only able to regulate GHG emissions within their respective jurisdictions. Accordingly, for the purposes of this analysis, the cumulative impact area for GHG/Global Climate Change considerations is the County and the encompassing SCAQMD jurisdictional area.

Consistent with *CEQA Guidelines* direction, the Project GHG Analysis and this EIR evaluate Project GHG emissions under the following topical headings.

- Potential for the Project to generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; and

- Potential for the Project to conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

The County has further determined that each of the above thresholds establishes a separate and independent basis upon which to substantiate the significance of the Project's potential GHG emissions impact. Project impacts within the context of the above threshold considerations are evaluated in the following discussions.

As discussed at EIR Section 4.4, *Greenhouse Gas Emissions*, the Project would not generate GHG emissions that may directly or indirectly have a significant impact on the environment. In this respect, the Project's potential to contribute considerably (either individually or cumulatively) to global climate change impacts through GHG emissions is therefore considered less than significant.

As also discussed at EIR Section 4.4, *Greenhouse Gas Emissions*, the Project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. The Project's potential GHG emissions impacts in this respect are therefore determined to be less than significant as mitigated and would not be cumulatively considerable.

5.1.1.5 Cumulative Impacts Related to Energy

Primary natural gas and electricity providers for the Project facilities would be:

- Southern California Gas Company, SoCalGas (natural gas); and
- Southern California Edison, SCE (electricity).

The geographic scope of cumulative energy impacts is generally limited to the above-noted energy provider service area(s). The analysis at EIR Section 4.5, *Energy*, substantiates that the Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. These plans and policies address development-level and cumulative impacts to energy resources.

Moreover, as noted at DEIR Section 3.0, *Project Description*, the Project would be required to meet or surpass energy efficiency standards established under California Code Title 24, Part 6 (the California Energy Code) and California Green Building Standards Code (CALGreen; CCR, Title 24, Part 11). CALGreen standards promote design elements that have positive environmental impacts while encouraging sustainable construction practices. The Project would also be required to comply with energy efficiency/sustainability provisions of the County of Riverside Climate Action Plan Update, November 2019 (CAP Update).

The Project energy efficient designs, in combination with Project consistency with state and local plans for renewable energy and energy efficiency, demonstrates that the Project contributions to cumulative energy impacts would not be considerable, and the Project cumulative energy impacts would be less than significant.

Based on the preceding, energy impacts of the Project are not cumulatively considerable, and the Project cumulative energy impacts would be less than significant.

5.1.1.6 Cumulative Impacts Related to Noise and Vibration

The cumulative impact area for noise and vibration considerations comprises surrounding properties that could receive Project-generated noise and vibration (either construction-source or operational-source) and would also include roadway corridors affected by Project-related traffic and associated vehicular-source noise. Potential noise and vibration impacts of the Project are discussed at EIR Section 4.6, *Noise*, and EIR Appendix G.

Construction-Source Noise and Vibration

As discussed at EIR Section 4.6 *Noise*, Project construction-source noise would not exceed applicable thresholds and would not substantially contribute to ambient noise conditions or to other related noise sources. Based on the preceding, the potential for Project construction-source noise to result in or cause cumulatively significant impacts is considered less than significant.

As also discussed at EIR Section 4.6 *Noise*, Project construction activities have the potential to result in potentially significant vibration impacts. EIR Mitigation Measure 4.6.1 would reduce this potential impact to levels that would be less than significant. Project contribution to cumulative impacts would similarly be less than significant.

Operational Noise-Area Sources

As discussed at EIR Section 4.6, *Noise*, Project operational noise from area sources would not exceed applicable thresholds. Noise levels resulting from Project operations would not substantially contribute to ambient noise conditions or to other related noise sources. Based on the preceding, the potential for Project operational area-source noise to result in or cause cumulatively significant impacts is considered less than significant.

As also discussed at EIR Section 4.6 *Noise*, the Project proposes conventional commercial/retail uses and does not propose or require uses that would be substantial

sources of long-term operational vibration. Based on the preceding, the potential for Project operations to result in or cause cumulatively significant vibration impacts is considered less than significant.

5.1.1.7 Cumulative Impacts Related to Biological Resources

The cumulative impact areas for biological resources are generally defined by available habitat, species' range(s), physical constraints, and other limiting factors as discussed within the Project Biological Resources Assessment, EIR Appendix H.

As discussed at EIR Section 4.7 *Biological Resources*, mitigation proposed in the EIR reduces potential impacts to wildlife species to levels that would be less than significant. Please refer to EIR Mitigation Measures 4.7.1 through 4.7.4. Mitigation of Project-specific biological resources impacts would also reduce the Project's potential incremental contributions to cumulative biological resources impacts within the region.

The Project would have no potentially significant effects on other biological resources. These Project impacts would be individually and cumulatively less than significant.

Based on the preceding, the Project's potential contribution to cumulative impacts in regard to biological resources is not considerable, and the cumulative effects of the Project would be less than significant.

5.1.1.8 Cumulative Impacts Related to Cultural Resources/Tribal Cultural Resources, Paleontological Resources

The cumulative impact area for prehistoric, archaeological, historic, and tribal cultural resources generally includes the County and surrounding areas. Impacts to any cultural resources or tribal cultural resources within this area would be site-specific. In the event that potentially significant cultural or tribal resources are encountered at any development sites within the cumulative impact area, specific mitigation measures would be applied before construction activities could proceed. Potential impacts to cultural resources and tribal cultural resources would be less than significant as mitigated. In this regard, mitigation proposed for the Project (i.e., monitoring of

construction activities; and recordation, cataloguing, and relocation/curation of any potentially significant cultural resources) is typical of, and consistent with, mitigation required for construction within urban and suburban areas throughout the County and surrounding region. Please refer to EIR Section 4.8, Mitigation Measures 4.8.1 through 4.8.8.

Based on the preceding, cultural resources/tribal cultural resources impacts of the Project are not cumulatively considerable and the Project cumulative cultural resources/tribal cultural resources impacts would be less than significant as mitigated.

As also discussed at EIR Section 4.8 *Cultural Resources/Tribal Cultural Resources*, the Project Paleontological Resources Assessment substantiates that impacts to paleontological resources would be less than significant as mitigated. Please refer to EIR Section 4.8, Mitigation Measure 4.8.9. Project contributions to potential cumulative paleontological resources impacts would similarly be less than significant.

Additionally, the Project site is not identified as a location containing significant or unique geological resources.

Based on the preceding, paleontological resources/geological resources impacts of the Project are not cumulatively considerable and the Project cumulative paleontological resources/geological resources impacts would be less than significant as mitigated.

5.1.1.9 Cumulative Impacts Related to Hazards and Hazardous Materials

For the purposes of this analysis, the cumulative impact area when considering potential hazards and hazardous materials issues generally includes the area to be developed within the Project site, as well as off-site locations that might be affected by or contribute to hazards or hazardous conditions resulting from the Project and its operations. The cumulative hazards and hazardous materials impact analysis evaluates effects of the Project construction and operations, and reflects long-term buildout conditions within the cumulative impact area.

As substantiated at EIR Section 4.9 *Hazards/Hazardous Materials*, development and operation of land uses within the Project site would not create, or result in exposure to potentially significant hazardous conditions.

The Project proposes conventional commercial/retail uses and does not propose uses or activities that would require substantive handling or use of hazardous materials, hazardous substances, or hazardous waste that could result in potentially adverse effects. To the extent that such materials or substances may be present during Project construction or operations they would be transported, stored, used and disposed of consistent with the multiple and broad regulatory requirements. Please refer also to related discussions addressing potential localized exposure to criteria pollutant concentrations and TACs presented at EIR Section 4.3 *Air Quality* and summarized above at Section 5.1.1.3 *Cumulative Impacts Related to Air Quality*.

Based on the preceding, the Project's potential contribution to cumulative hazards/hazardous materials impacts is not considerable, and the cumulative effects of the Project are less than significant.

5.1.1.10 Cumulative Impacts Related to Hydrology and Water Quality

The area encompassed within the jurisdictional Regional Water Quality Control Board (RWQCB); in this case, the Santa Ana Regional Water Quality Control Board (SARWQCB), defines the cumulative impact area for hydrology/water quality impact considerations. Local oversight addressing hydrology/water quality impact considerations is provided by Riverside County.

Development of the Project site would incrementally increase impervious surfaces within the cumulative impact area, with related potential increases in the rate and quantity of local stormwater discharges. As summarized at EIR Section 4.10 *Hydrology/Water Quality*, and presented in detail within the Project PWQMP, (EIR Appendix K), the Project incorporates those stormwater management components, including drainage facilities, stormwater detention basins, and structural and non-structural Best Management

Practices, which collectively act to ensure that post-development stormwater discharge rates are adequately conveyed within available system capacities.

Under the Project stormwater management concept, surface drainage from the developed Project site would be detained on site, treated, and then conveyed via the on-site storm drain system south, discharging to the existing storm drain located in Van Buren Boulevard. The PWQMP demonstrates that drainage management areas within the Project site have been designed and configured to detain the requisite Design Capture Volume (DCV). This acts to preclude potential flooding within the Project site, and minimize the potential for stormwater discharges from the Project site to exceed capacities of the receiving storm drain system. The PWQMP also identifies Low Impact Development (LID) Best Management Practices (BMPs) that would limit stormwater pollutant discharges consistent with County and SARWQCB requirements. Project BMPs would be maintained by a Property Owners Association. Selection and design of additional Project BMPs would respond to final site and building designs. As a component of final WQMP(s), all proposed BMPs would be subject to County review and approval. Final WQMP approval and recordation are required before issuance of grading permits. As matter of law, the Project would also be required to comply with applicable provisions of the Riverside County MS4 Permit Order R8-2024-0001 (NPDES No. CAS618000) - acting to generally reduce pollutant discharges from the Project site. The mandated WQMP and compliance with regulatory requirements would ensure that Project operational-source water quality impacts would remain at levels that would be less than significant.

Based on the preceding, the Project's potential contribution to cumulative hydrology/water quality impacts is not considerable, and the cumulative effects of the Project are less than significant.

5.1.1.11 Cumulative Impacts Related to Population and Housing

For purposes of analysis, the cumulative study area for the issue of population and housing encompasses the Lake Mathews/Woodcrest Area Plan and surrounding areas of western Riverside County. This study area is considered appropriate as the Project comprises local-serving commercial/retail development with an expected market area extending 2 – 3 miles from the Project site.

As discussed at EIR Section 4.11, *Population and Housing*, the Project site does not contain existing housing. The Project proposes conventional commercial/retail development that would be contained entirely within the Project site boundaries. The Project does not propose or require uses or actions that would result in off-site displacement of housing.

The Project would, however, convert approximately 5 acres of low-density single-family residential land uses to uses other than residential. In this respect, the Project could diminish total housing potential within Woodcrest Census Designated Place (CDP) and Riverside County. The Riverside County General Plan Housing Element indicates that within Riverside County, a total of 60,423 residential units were approved/entitled as of April 2021. The Housing Element also indicates that as of September 2021, approximately 263 dwelling unit capacity existed within the Elsinore Area Plan south of and adjacent to the Lake Mathews/Woodcrest Area Plan. An additional approximately 1,350 dwelling unit capacity existed within the Mead Valley Area Plan east of and adjacent to the Lake Mathews/Woodcrest Area Plan. The elimination of a potential 5 acres of low density single-family residential development that would result from the Project is not considered substantial in the context of the existing 60,423 units available countywide, or the approximately 1,613 dwelling unit capacity available in Area Plans adjacent to the Lake Mathews/Woodcrest Area Plan.

SB 330 Considerations

Per SB 330, "the Housing Crisis Act of 2019", agencies shall not "chang[e] the general plan land use designation, specific plan land use designation, or zoning . . . to a less intensive use . . . below what was allowed under the land use designation and zoning ordinances in effect on January 1, 2018." For purposes of Government Code §

66300(b)(1)(A), a "less intensive use" includes any changes that would lessen the intensity of potential housing development. SB 330 requires replacement capacity for any displaced residential units at the time of project approval. SB 330 applies generally to "Affected Cities" and "Affected Counties" as defined by the California Department of Housing and Community Development (HCD). As it relates to the analysis here, Affected Counties are defined as a CDP that is wholly within the boundaries of an urbanized area. Based on HCD's determination, 141 CDPs in 22 counties are identified as affected by the provisions of SB 330.[7]

Woodcrest CDP and the Project site are not within an Affected County as defined by HCD. The only CDPs within unincorporated Riverside County meeting the HCD definition of an Affected County are Bermuda Dunes, Coronita, and Desert Palms. The list of Affected Counties can be accessed at https://www.hcd.ca.gov/sites/default/files/docs/planning-and-community/affected-counties.pdf.

The General Plan Land Use Amendment proposed by the Project would commit approximately 5 acres of land currently designated for low-density single-family residential uses to commercial/retail development. However, the Project is not located within an Affected County as defined by HCD. The Project is therefore not subject to SB 330 requirements.

Based on the preceding, the Project's potential contribution to cumulative population/housing impacts is not considerable, and the cumulative effects of the Project are less than significant.

[7] https://www.hcd.ca.gov/planning-and-community-development/statutory-determinations

5.2 ALTERNATIVES ANALYSIS

5.2.1 Alternatives Overview

Consistent with provisions of the *CEQA Guidelines*, this EIR evaluates alternatives to the Project that would lessen its significant environmental effects while allowing for attainment of the basic Project Objectives. It is noted here that the Project would not result in any significant environmental effects.

5.2.1.1 Alternatives Evaluated in Detail

As required under CEQA, a "No Project" alternative (two scenarios, No Build Scenario, and Commercial/Retail Land Uses Redevelopment Scenario) has been evaluated. Additionally, a Reduced Intensity Alternative has been evaluated.

5.2.1.2 Alternatives Considered and Rejected

- Alternative Sites.

5.2.2 Description of Alternatives

Alternatives to the Project that are considered in this analysis are described below.

5.2.2.1 No Project Alternative

Overview

The *CEQA Guidelines* specifically require that an EIR include evaluation of a No Project Alternative. The No Project Alternative should make a reasoned assessment as to future disposition of the subject site should the Project under consideration not be developed. In this latter regard, the *CEQA Guidelines* state in pertinent part:

> "If the project is other than a land use or regulatory plan, for example a development project on identifiable property, the "no project" alternative is the circumstance under which the project does not proceed. Here the

> discussion would compare the environmental effects of the property remaining in its existing state against environmental effects which would occur if the project is approved. If disapproval of the project under consideration would result in predictable actions by others, such as the proposal of some other project, this "no project" consequence should be discussed. In certain instances, the no project alternative means "no build" wherein the existing environmental setting is maintained. However, where failure to proceed with the project will not result in preservation of existing environmental conditions, the analysis should identify the practical result of the project's non-approval and not create and analyze a set of artificial assumptions that would be required to preserve the existing physical environment." (*CEQA Guidelines*, Section 15126.6 (e)(3)(B)).

Within this analysis, two No Project Scenarios are considered – "No Build" and "Commercial/Retail Land Uses Redevelopment Scenario."

No Project Alternative: No Build Scenario

The No Project Alternative: No Build Scenario assumes the site remains in its current undeveloped condition. If a No Build Scenario were maintained, its comparative environmental impacts would replicate the existing conditions discussions for each of the environmental topics evaluated in this EIR; and comparative impacts of the Project would be as presented under each of the EIR environmental topics.

No Project Alternative: Commercial/Retail Land Uses Redevelopment Scenario

The No Project Alternative: Commercial/Retail Land Uses Redevelopment Scenario assumes that only the Project site's existing commercial/retail land uses would be redeveloped. Under this scenario, the northern portion of the site would remain undeveloped, while parcels currently designated "CR" (Commercial Retail) by the County General Plan and zoned "C-P-S" (Scenic Highway Commercial) would be redeveloped with commercial retail uses permitted under the CR and C-P-S designations. The parcels designated for Commercial Retail use include APNs 273-141-003, 273-141-004, 273-141-005, 273-141-006, and 273-141-007, collectively totaling

approximately 4.51 acres. According to General Plan Table 3.0-C, the CR land use designation allows for a Floor Area Ratio (FAR) between 0.20 and 0.35. For this analysis, these parcels are assumed to be developed at the minimum FAR of 0.20 anticipated under the CR designation, resulting in approximately 39,290 square feet of commercial/retail uses.

5.2.2.2 Reduced Intensity Alternative

Overview

With application of mitigation, all potentially significant impacts of the Project under both the Base development concept and the Parcel 1 Option would be reduced to levels that would be less than significant. The Reduced Intensity Alternative considered in this EIR would diminish the Project's already less-than-significant impacts.

For illustrative purposes, the Reduced Intensity Alternative considers a development scenario representing an aggregate 25 percent reduction in development that would otherwise result from the Project Base development concept. Here, as discussed at EIR Section 3.0 *Project Description*, for purposes of the EIR analysis, the Base development scenario is evaluated as the reasonably foreseeable, maximum-impact development scenario for environmental effects. In this regard, where environmental effects may be notably different in type or scope, the Base development scenario would generate the greatest potential impacts. That is, while both the Base development concept and the Parcel 1 Option development scenarios include a mix of retail commercial uses including a grocery store, shops, and fast-food drive-through uses, there are certain environmental effects unique to the Base development scenario that would not occur under the Parcel 1 Option. Specifically, the Base development scenario includes a retail gas station, which could result in site-specific effects associated with fuel dispensing and related equipment. These effects include stationary- and mobile-source emissions, hazardous emissions and hazardous materials considerations, and other gas station-specific operational effects.

When compared to the Base development concept (maximum of 61,020 square feet and including retail gas station facilities with 12 fueling points), the Reduced Intensity

Alternative would realize approximately 45,765 square feet of commercial, retail, restaurant uses and a retail gas station with 9 fueling points. For purposes of this Alternatives analysis, the 25 percent reduction in scope is assumed to be applied uniformly to all uses proposed under the Base development concept. All other aspects of the Reduced Intensity Alternative (building configuration, allocation of internal space, opening year, hours/days of operation, all operations internal to the building) are assumed to be consistent with the Project.

5.2.2.3 Alternatives Considered and Rejected

Alternative Sites Considered and Rejected

As stated at *CEQA Guidelines* §15126.6 (f)(1)(2)(A), the "key question and first step in [the] analysis [of alternative locations] is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR." *CEQA Guidelines* §15126.6 (f) (1) also provides that when considering the feasibility of potential alternative sites, the factors that may be considered include: "site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context), and whether the proponent can reasonably acquire, control, or otherwise have access to the alternative site (or the site is already owned by the proponent). None of these factors establishes a fixed limit on the scope of reasonable alternatives."

As noted previously, the Project would not result in any significant environmental effects. Per *CEQA Guidelines* §15126.6 (f)(1)(2)(A) . . . "[o]nly locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR." Because the Project would not result in any significant environmental effects, there is no requirement for identification of, or analysis of, an Alternative Site.

5.2.3 Comparative Impacts of Alternatives

For each environmental topic addressed in the EIR, environmental impacts associated with each of the considered Alternatives are described relative to impacts of the Project. Comparative attainment of the Project Objectives under each Alternative is summarized at Table 5.2-5. At the conclusion of these discussions, Table 5.2-6 compares relative impacts of the considered Alternatives.

5.2.3.1 Comparative Land Use and Planning Impacts

BASE DEVELOPMENT CONCEPT

As substantiated at EIR Section 4.1 *Land Use and Planning*, all land use and planning impacts under the Base development concept would be less than significant.

NO PROJECT ALTERNATIVE: NO BUILD SCENARIO

Under the No Build Scenario, no changes in land use or development would occur. Discretionary actions, land use changes, and new development otherwise resulting from the Project would not occur. Less-than-significant land use and planning impacts resulting from the Project would be diminished under this Alternative.

NO PROJECT ALTERNATIVE: COMMERCIAL/RETAIL LAND USES REDEVELOPMENT SCENARIO

Under the Commercial/Retail Land Uses Redevelopment Scenario, no changes in land use would be required. The existing CR/C-P-S (Commercial Retail/Scenic Highway Commercial) designations currently applicable to the site would be redeveloped consistent with the General Plan's CR land use designation and existing C-P-S zoning regulations. No discretionary land use actions or changes associated with the Base development concept would be necessary under this scenario. Less-than-significant land use and planning impacts associated with the Project would be further reduced under this Alternative.

REDUCED INTENSITY ALTERNATIVE

Under the Reduced Intensity Alternative, the scope of development would be reduced when compared to the Base development concept. As with the Base development

concept, to allow for proposed commercial/retail uses, amendment of the County General Plan (Land Use Element) and adoption of a zone change would be required under this Alternative. Less-than-significant land use and planning impacts resulting from the Project and this Alternative would be similar.

5.2.3.2 Comparative Transportation Impacts

BASE DEVELOPMENT CONCEPT

VMT Impacts

As substantiated at EIR Section 4.2 *Transportation*, VMT impacts under the Base development concept would be less than significant.

Other Transportation Topics

The Study Area is currently served by the Riverside Transit Agency (RTA). The Applicant, Lead Agency, and RTA would coordinate transit services and amenities available to the project area. The Base development concept would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

The Base development concept does not propose inherently hazardous transportation design features. The Base development concept would not impair or conflict with emergency access. The Base development concept Site Plan Concept provides for adequate and safe access. Final Site Plan design, including site access, internal circulation, and parking are subject to review and approval by the County. On this basis, the potential for the Base development concept to result in or cause adverse impacts related to hazardous features or improper access and internal circulation features would be less than significant. Please refer also to EIR Section 4.2, *Transportation*.

NO PROJECT ALTERNATIVE: NO BUILD SCENARIO

VMT Impacts

This Alternative would maintain existing areawide VMT/employee conditions. This Alternative would result in decreased total areawide VMT when compared to the Base development concept because no new development at the project site and no new vehicle trips would occur. VMT impacts would be less than significant.

Other Transportation Topics

No new traffic would be generated, and no new or additional impacts related to other transportation topics would result under this Alternative. As with the Base development concept, airport land use compatibility, traffic hazards, and emergency access impacts would be less than significant.

NO PROJECT ALTERNATIVE: COMMERCIAL/RETAIL LAND USES REDEVELOPMENT SCENARIO

VMT Impacts

While not a direct correlation to VMT impacts, a rough approximation of comparative VMT impacts can be derived by comparing estimated trip generation per employee for the Base development concept and the Commercial/Retail Land Uses Redevelopment Scenario. In this regard, under the Base development concept, uses would generate approximately 2,910 daily trips.[8] The County General Plan, Appendix E-2. *Socioeconomic Build-Out Assumptions and Methodology* (Revised April 11, 2017) indicates that for planning purposes, Commercial Retail uses such as those proposed by the Base development concept are estimated to generate 1 employee per 500 sf (Appendix E-2, Table E-5 *Commercial Employment Factors*).[9]

[8] See EIR Appendix C, Transportation Analysis, TA Appendix 1.1 *Approved Scoping Agreement* Table 5, *Base Development Concept Project Trip Generation.*

[9] County of Riverside General Plan, Appendix E-2, Table E-5.
See https://planning.rctlma.org/sites/g/files/aldnop416/files/migrated/Portals-14-genplan-general-Plan-2017-appendices-Appendix-E-2-April-2017.pdf

Based on the above, the Base development scenario (approximately 61,020 square feet) is projected to support about 122 full-time employees (calculated as 61,020 square feet × 1 employee per 500 square feet, yielding approximately 122 employees). This employee count in turn reflects a daily project trip rate proxy of approximately 23.7 trips per employee. It is important to note that this figure does not indicate each employee makes 23.7 trips per day; instead, trips per employee represents an analytical metric for estimating total daily project trips.

The Commercial/Retail Land Uses Redevelopment Scenario would result in approximately 39,290 square feet of commercial retail development. Assuming a proportional trip rate based on the Base development concept , the Redevelopment Scenario is estimated to generate about 1,874 trips per day (calculated as [39,290 ÷ 61,020] x 2,910). Using a ratio of one employee per 500 square feet, this scenario would support approximately 79 jobs (39,290 sf ÷ 500 sf per job). This results in an estimated 23.7 trips per employee. As shown, the trips-per-job ratio—and therefore VMT impacts—under both the Base development concept and the Commercial/Retail Land Uses Redevelopment Scenario would be equivalent.

Other Transportation Topics

This Alternative would result in decreased total trip generation and equivalent VMT per employee when compared to the Base development concept. VMT impacts would be comparable to the Base development concept and would be less than significant.

As with the Base development concept, this Alternative would be designed and implemented pursuant to County Design and Engineering Standards, Policies, and Conditions of Approval addressing traffic hazards, and emergency access impacts. As with the Base development concept, impacts in these regards would be less than significant.

REDUCED INTENSITY ALTERNATIVE

VMT Impacts

Based on the 25% reduction in development scope under this Alternative, a corollary approximate 25% reduction in trip generation would be expected. VMT also would be reduced proportionally. The number of employees under this Alternative would also be reduced by 25%. On this basis, under this Alternative, the VMT per employee ratio would be the same as under the Base development concept. VMT impacts would be comparable to the Base development concept and would be less than significant.

Other Transportation Topics

This Alternative would result in decreased trip generation when compared to the Base development concept. As with the Base development concept, this Alternative would be designed and implemented pursuant to County Standards, Policies, and Conditions of Approval addressing airport land use compatibility, traffic hazards, and emergency access impacts. As with the Base development concept, impacts in these regards would be less than significant.

5.2.3.3 Comparative Air Quality Impacts

BASE DEVELOPMENT CONCEPT

All air quality impacts would be less than significant under the Base development concept. See EIR Section 4.3, *Air Quality*.

NO PROJECT ALTERNATIVE: NO BUILD SCENARIO

Under this Alternative, existing air quality conditions would be maintained. This Alternative would realize no new development and would generate no additional air pollutant emissions. This Alternative would result in reduced air quality impacts when compared to the Base development concept and impacts would continue to be less than significant.

NO PROJECT ALTERNATIVE: COMMERCIAL/RETAIL LAND USES REDEVELOPMENT SCENARIO

Under the Base development concept, construction-source emissions impacts would be less than significant. Based on the comparatively diminished scope of this Alternative, construction equipment operations and total site disturbance would likely be reduced when compared to the Base development concept. Under this Alternative and the Base development concept, construction-source emissions impacts would be less than significant.

As noted above under the discussion of comparative transportation impacts, the Base development concept would generate approximately 2,910 trips/day. This Alternative would generate an estimated 1,874 trips/day. For typical urban uses such as the Base development concept considered here, the predominance of operational-source air pollutant emissions derive from mobile sources (traffic). In this respect, trip generation (traffic) is a general proxy that broadly represents relative air quality impacts of development proposals. The approximately 36 percent decrease in trip generation under this Alternative would roughly translate to a proportional decrease in operational-source air pollutant emissions.

Table 5.2-1 provides a comparison of maximum daily operational-source air pollutant emissions under the Base development concept and this Alternative. Note that the information presented at Table 5.2-1 is net of emissions generated by existing uses that would be demolished under both the Base development concept and under this Alternative.

Table 5.2-1
Base Development Concept and No Project Alternative: Commercial Development Scenario
Operational-Source Emissions Comparison
(Pounds per Day, Maximum Total Summer/Winter Emissions)

Pollutant	SCAQMD Threshold	Base Development Concept		No Project Alternative Commercial/Retail Land Uses Redevelopment Scenario	
		Emissions	Threshold Exceeded?	Emissions	Threshold Exceeded?
ROG	55	49.35	No	31.59	No
NOx	55	18.15	No	11.62	No

Table 5.2-1
Base Development Concept and No Project Alternative: Commercial Development Scenario
Operational-Source Emissions Comparison
(Pounds per Day, Maximum Total Summer/Winter Emissions)

Pollutant	SCAQMD Threshold	Base Development Concept		No Project Alternative Commercial/Retail Land Uses Redevelopment Scenario	
		Emissions	Threshold Exceeded?	Emissions	Threshold Exceeded?
CO	550	107.65	No	68.90	No
SOx	150	0.12	No	0.08	No
$PM_{10}T$	150	8.18	No	5.24	No
$PM_{2.5}T$	55	2.31	No	1.48	No

Sources: Project operational-source emissions estimates from *Woodcrest Retail Center Air Quality Impact Analysis* (Urban Crossroads, Inc.) April 7,2026. No Project Alternative operational-source emissions estimates from Applied Planning, Inc.

As shown at Table 5.2-1, this Alternative would result in reductions in all operational-source air pollutant emissions when compared to the Base development concept, primarily due to decreased trip generation. Consistent with the reduction in regional emissions, localized emission levels would also be lower. As with the Base development concept, localized emissions impacts under this Alternative would be less than significant.

REDUCED INTENSITY ALTERNATIVE

Construction activities and use of construction equipment would be similar to the Base development concept. As with the Base development concept, construction-source emissions would not exceed SCAQMD emissions thresholds.

Under the Reduced Intensity Alternative, development intensity and overall trip generation would be reduced by approximately 25% when compared to the Base development concept. The reduction in vehicular trips under the Reduced Intensity Alternative would diminish its operational-source air pollutant emissions. The approximately 25% reduction in trip generation under the Reduced Intensity Alternative would translate to a roughly proportional decrease in air pollutant emissions. Table 5.2-2 provides a comparison of operational-source air pollutant emissions under the Base development concept and Reduced Intensity Alternative.

Table 5.2-2
Base Development Concept and Reduced Intensity Alternative
Operational-Source Emissions Comparison
(Pounds per Day, Maximum Total Summer/Winter Emissions)

Pollutant	SCAQMD Threshold	Base Development Concept		Reduced Intensity Alternative	
		Emissions	Threshold Exceeded?	Emissions	Threshold Exceeded?
VOC	55	49.35	No	37.01	No
NOx	55	18.15	No	13.61	No
CO	550	107.65	No	80.74	No
SOx	150	0.12	No	0.09	No
PM_{10}	150	8.18	No	6.14	No
$PM_{2.5}$	55	2.31	No	1.73	No

Sources: Project operational-source emissions estimates from *Woodcrest Retail Center Air Quality Impact Analysis* (Urban Crossroads, Inc.) April 7, 2026. No Project Alternative operational-source emissions estimates from Applied Planning, Inc.

As indicated at Table 5.2-2, under the Reduced Intensity Alternative, operational-source emissions would be globally reduced when compared to the Base development concept. This is primarily due to increased trip generation that would result from this Alternative. All emissions levels would be maintained below applicable SCAQMD thresholds and would therefore be less than significant. Related non-attainment impacts and AQMP inconsistency impacts would be less than significant.

5.2.3.4 Comparative Greenhouse Gas Emissions Impacts

BASE DEVELOPMENT CONCEPT

As discussed at EIR Section 4.4 *Greenhouse Gas Emissions*, GHG emissions under the Base development concept, net of GHGs from existing uses would total approximately 2,065.48 $MTCO_2e$/year and would not exceed the County GHG emissions screening threshold of 3,000 $MTCO_2e$/year. GHG emissions not exceeding the County threshold do not comprise a potentially significant impact on the environment. Therefore, the potential for the Base development concept to generate direct or indirect GHG emissions that would result in a significant impact on the environment is considered less than significant.

As also discussed at EIR Section 4.4 *Greenhouse Gas Emissions*, the Base development concept would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Project impacts in this regard would therefore be less than significant.

NO PROJECT ALTERNATIVE: NO BUILD SCENARIO

Under this Alternative, existing GHG emissions conditions would be maintained. This Alternative would not realize any new development and would not generate any additional GHG emissions. This Alternative would result in reduced GHG emissions impacts when compared to the Base development concept. GHG emissions impacts would be less than significant.

NO PROJECT ALTERNATIVE: COMMERCIAL/RETAIL LAND USES REDEVELOPMENT SCENARIO

Under this Alternative, both development scope and trip generation are reduced by approximately 36 percent when compared to the Base development concept. For the purposes of this analysis, this is assumed to yield a proportional reduction in Project GHG emissions. Table 5.2-3 compares the net GHG emissions of the Base development concept and this Alternative, excluding emissions from existing uses proposed for demolition under both scenarios.

Table 5.2-3
Base Development Concept and No Project Alternative: Commercial/Retail Land Uses Redevelopment Scenario
GHG Emissions Comparison

Base Development Concept $MTCO_2e$/year	No Project Alternative Commercial/Retail Land Uses Redevelopment Scenario
2065.48	1,321.91

Sources: Base development concept GHG emissions estimates from *Woodcrest Retail Center Greenhouse Gas Analysis* (Urban Crossroads, Inc.) September 9, 2025. No Project Alternative GHG emissions estimates from Applied Planning, Inc.

As indicated at Table 5.2-3, GHG emissions associated with this Alternative would be reduced compared to the Base development concept. Like the Base development concept, GHG emissions for this Alternative would remain below the County's screening threshold of 3,000 MTCO2e per year. Accordingly, this Alternative would not result in

greenhouse gas emissions, either directly or indirectly, that could cause a significant environmental impact. As a result, impacts related to GHG emissions would be considered less than significant. Relative to the Base development concept, the environmental effects of GHG emissions would be further reduced.

As with the Base development concept, this Alternative would be consistent with all applicable plans and policies related to GHG emissions. Therefore, it would not conflict with any plan, policy, or regulation intended to reduce greenhouse gas emissions. Overall, impacts would be less than significant and comparable to those of the Base development concept.

REDUCED INTENSITY ALTERNATIVE

Under this Alternative, both development scope and trip generation are reduced by approximately 25 percent when compared to the Base development concept. For the purposes of this analysis, this is assumed to yield a proportional reduction in Base development concept GHG emissions. Table 5.2-4 compares the net GHG emissions of the Base development concept and this Alternative, excluding emissions from existing uses proposed for demolition under both scenarios.

Table 5.2-4
Base Development Concept and Reduced Intensity Alternative
GHG Emissions Comparison

Base Development Concept GHG Emissions $MTCO_2e$/year	Reduced Intensity Alternative GHG Emissions $MTCO_2e$/year
2065.48	1,549.11

Sources: Base development concept GHG emissions estimates from *Woodcrest Retail Center Greenhouse Gas Analysis* (Urban Crossroads, Inc.) September 9, 2025. No Project Alternative GHG emissions estimates from Applied Planning, Inc.

As indicated at Table 5.2-4, GHG emissions associated with this Alternative would be reduced compared to the Base development concept. Like the Base development concept, GHG emissions for this Alternative would remain below the County's screening threshold of 3,000 MTCO2e per year. Accordingly, this Alternative would not result in greenhouse gas emissions, either directly or indirectly, that could cause a significant environmental impact. As a result, impacts related to GHG emissions would be

considered less than significant. Relative to the Base development concept, the environmental effects of GHG emissions would be further reduced.

As with the Base development concept, this Alternative would be consistent with all applicable plans and policies related to GHG emissions. Therefore, it would not conflict with any plan, policy, or regulation intended to reduce greenhouse gas emissions. Overall, impacts would be less than significant and comparable to those of the Base development concept.

5.2.3.5 Comparative Energy Impacts

BASE DEVELOPMENT CONCEPT

The analysis presented at EIR Section 4.5, *Energy* substantiates that the Base development concept would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation. The analysis substantiates further that the Base development concept would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

NO PROJECT ALTERNATIVE: NO BUILD SCENARIO

Under this Alternative, existing energy conditions would be maintained. This Alternative would not realize any new development and would not result in increased energy demands. This Alternative would result in reduced energy impacts when compared to the Base development concept. Impacts would be less than significant.

NO PROJECT ALTERNATIVE: COMMERCIAL/RETAIL LAND USES REDEVELOPMENT SCENARIO

Under this Alternative, building energy demands would be reduced when compared to the Base development concept. The overall reduction in development scope would reduce building energy demands. Decreased trip generation under this Alternative would translate to decreased vehicular-source energy consumption. Like the Base development concept, this Alternative would be required to implement energy-efficient facilities, and to otherwise demonstrate effective energy use. Under this Alternative,

proposed development would also be required to substantiate compliance with state or local plan for renewable energy or energy efficiency. Impacts would be similar to the Base development concept and would be less than significant.

REDUCED INTENSITY ALTERNATIVE

The reduction in development scope under the Reduced Intensity Project Alternative would likely reduce total energy demands and total energy consumption. As with the Base development concept, the Reduced Intensity Alternative would be required to implement energy-efficient facilities, and to otherwise demonstrate effective energy use. Under the Reduced Intensity Alternative, proposed development would also be required to substantiate compliance with state or local plan for renewable energy or energy efficiency. Impacts would be similar to the Base development concept and would be less than significant.

5.2.3.6 Comparative Noise/Vibration Impacts

BASE DEVELOPMENT CONCEPT

Under the Base development concept, construction-source noise and construction-source vibration impacts would be less than significant. Base development concept operational area-source noise impacts and vehicular-source noise would be less than significant. Base development concept operational-source vibration impacts would be less than significant.

NO PROJECT ALTERNATIVE: NO BUILD SCENARIO

Under this Alternative, existing noise/vibration conditions would be maintained. This Alternative would not realize any new development and would not generate any additional noise/vibration. This Alternative would result in reduced noise/vibration impacts when compared to the Base development concept. Noise/vibration impacts under this Alternative would be less than significant.

NO PROJECT ALTERNATIVE: COMMERCIAL/RETAIL LAND USES REDEVELOPMENT SCENARIO

Under this Alternative, the types of construction activities and equipment employed would likely be similar to those associated with construction of the Base development concept. Maximum construction-source noise/vibration levels received at off-site locations would be comparable to those resulting from construction of the Base development concept. Under this Alternative and the Base development concept, construction-source noise/vibration impacts would be less than significant.

This Alternative does not propose uses that would generate or result in operational area-source noise or vibration impacts substantively different than would result from uses proposed by the Base development concept. This Alternative would not require or implement uses that would be substantive vibration sources. Under this Alternative and the Base development concept, operational area-source noise impacts and operational area-source vibration impacts would be less than significant.

REDUCED INTENSITY ALTERNATIVE

Under the Reduced Intensity Alternative, the types of construction activities and equipment employed would likely be similar to those associated with construction of the Base development concept. Maximum construction-source noise/vibration levels received at off-site locations would be comparable to those resulting from construction of the Base development concept. Under the Reduced Intensity Alternative and the Base development concept, construction-source noise/vibration impacts would be less than significant.

The Reduced Intensity Alternative uses would not generate or result in operational area-source noise substantively different than would result from uses proposed by the Base development concept. The Reduced Intensity Alternative would not require or implement uses that would be substantive vibration sources. Under the Reduced Intensity Alternative and the Base development concept, operational area-source noise impacts and operational vibration impacts would be less than significant as mitigated.

5.2.3.7 Comparative Biological Resources Impacts

BASE DEVELOPMENT CONCEPT

The subject site has been significantly impacted due to years of disking, grading, general disturbance, trash disposal, and use of off-road trails and footpaths. As a result, the site is not considered to be valuable habitat and does not otherwise evidence protected or sensitive biological resources. Mitigation is incorporated to ensure that potential impacts to nesting birds and the burrowing owl would be less than significant. The Base development concept would not otherwise result in potentially significant impacts to biological resources. See also EIR Section 4.7, *Biological Resources*.

NO PROJECT ALTERNATIVE: NO BUILD SCENARIO

Under this Alternative, existing biological resources conditions would be maintained. This Alternative would not realize any new development and would have no incremental effects on biological resources. This Alternative would result in reduced biological resources impacts when compared to the Base development concept. Impacts would be less than significant.

NO PROJECT ALTERNATIVE: COMMERCIAL/RETAIL LAND USES REDEVELOPMENT SCENARIO

This Alternative would require only redevelopment of already improved properties. Maximum site disturbance and the potential impacts to biological resources would be generally reduced when compared to the Base development concept. It is assumed that this Alternative would incorporate mitigation that would reduce potential impacts to biological resources to levels that would be less than significant. Biological resources impacts of this Alternative and the Base development concept would be comparable and would be less than significant as mitigated.

REDUCED INTENSITY ALTERNATIVE

Although this Alternative would result in an overall reduction in development intensity, the entire site would be disturbed during construction activities. As such, maximum site disturbance and the potential impacts to biological resources would be comparable to the Base development concept. It is assumed that this Alternative would incorporate

mitigation that would reduce potential impacts to biological resources to levels that would be less than significant. Biological resources impacts of this Alternative and the Base development concept would be comparable and would be less than significant as mitigated.

5.2.3.8 Comparative Cultural Resources, Paleontological Resources Impacts

BASE DEVELOPMENT CONCEPT

The Base development concept incorporates mitigation that reduces potential impacts to cultural resources/tribal cultural resources to levels that would be less than significant. See also EIR Section 4.8, *Cultural Resources/Tribal Cultural Resources*. The Base development concept impacts to paleontological resources would also be less than significant as mitigated.

NO PROJECT ALTERNATIVE: NO BUILD SCENARIO

Under this Alternative, existing cultural resources/tribal cultural resources conditions would be maintained. This Alternative would not realize any new development and would not result in any new or additional cultural resources/tribal cultural resources impacts or paleontological resources impacts. Cultural resources/tribal cultural resources impacts and paleontological resources impacts of this Alternative would be reduced when compared to the Base development concept. Impacts would be less than significant.

NO PROJECT ALTERNATIVE: COMMERCIAL/RETAIL LAND USES REDEVELOPMENT SCENARIO

This Alternative would require only redevelopment of already improved properties. Maximum site disturbance and potential impacts to cultural resources/tribal cultural resources would be reduced when compared to the Base development concept. It is assumed that this Alternative would incorporate mitigation that would reduce potential impacts to cultural resources/tribal cultural resources, and paleontological resources to levels that would be less than significant. Cultural resources/tribal cultural resources impacts and paleontological resources impacts of this Alternative and the Base development concept would be comparable and would be less than significant as mitigated.

REDUCED INTENSITY ALTERNATIVE

Although this Alternative would result in an overall reduction in development intensity, the entire site would be disturbed during construction activities. Maximum site disturbance and potential impacts to cultural resources/tribal cultural resources would be similar to those of the Base development concept. It is assumed that the Reduced Intensity Alternative would incorporate mitigation that would reduce potential impacts to cultural resources/tribal cultural resources to levels that would be less than significant. Cultural resources/tribal cultural resources and paleontological resources impacts of the Reduced Intensity Alternative and the Base development concept would be comparable and would be less than significant as mitigated.

5.2.3.9 Comparative Hazards/Hazardous Materials Impacts

BASE DEVELOPMENT CONCEPT

The Base development concept does not require or involve activities associated with the substantive handling, use, or storage of hazardous materials beyond conventional commercial/retail operations. All materials present during construction or operations will be transported, stored, used, and disposed of in accordance with local, state, and federal regulatory requirements. Therefore, potential impacts are considered less than significant.

NO PROJECT ALTERNATIVE: NO BUILD SCENARIO

Under this scenario, the site remains undeveloped and no new hazardous materials are introduced or managed. Impacts associated with hazardous materials would not occur.

NO PROJECT ALTERNATIVE: COMMERCIAL/RETAIL LAND USES REDEVELOPMENT SCENARIO

Redevelopment involves conventional retail uses already present, continuing existing management practices and regulatory compliance. The reduced scale further limits the quantity and risk associated with hazardous materials.

REDUCED INTENSITY ALTERNATIVE

Development intensity and therefore hazardous material use are reduced relative to the Base development concept. All activities remain subject to regulatory requirements. Impacts would not be significant.

5.2.3.10 Comparative Hydrology and Water Quality Impacts

BASE DEVELOPMENT CONCEPT

The Base development concept implements a comprehensive water quality and hydrology management program which includes the Base development concept WQMP, integration of Low-Impact Development (LID) Best Management Practices (BMPs), on-site stormwater detention, and strict adherence to the Riverside County MS4 Permit and SARWQCB requirements. These measures ensure post-development hydrology is adequately controlled. Potential impacts remain less than significant.

NO PROJECT ALTERNATIVE: NO BUILD SCENARIO

Existing hydrologic and water quality conditions remain unchanged. No new impacts occur.

NO PROJECT ALTERNATIVE: COMMERCIAL/RETAIL LAND USES REDEVELOPMENT SCENARIO

Reduced scale of development results in proportionally lower impacts, with required water quality controls under regulatory review maintaining impacts at less-than-significant levels.

REDUCED INTENSITY ALTERNATIVE

With decreased site development, hydrological and water quality impacts are reduced, but implementation of BMPs and compliance with regulatory permits ensures impacts remain less than significant.

5.2.3.11 Comparative Population and Housing Impacts

BASE DEVELOPMENT CONCEPT

The Base development concept would result in the conversion of approximately 5 acres of low-density single-family residential land to commercial uses. However, in the context of the Riverside County General Plan Housing Element which identifies a substantial approved housing capacity, this conversion is not considered substantial. Impacts are less than significant.

NO PROJECT ALTERNATIVE: NO BUILD SCENARIO

No change in site conditions occurs. No impacts to population or housing resources result.

NO PROJECT ALTERNATIVE: COMMERCIAL/RETAIL LAND USES REDEVELOPMENT SCENARIO

Redevelopment of existing improved properties would not affect or displace residential uses. Impacts are less than significant.

REDUCED INTENSITY ALTERNATIVE

Although reduction in intensity marginally decreases the commercial footprint, effects on housing are comparable to the Base development concept and would be less than significant.

5.2.4 Comparative Attainment of Project Objectives

Objectives are the same under both the Base development concept and the Parcel 1 Option. Comparative attainment of Objectives is summarized at Table 5.2-5. As presented at Table 5.2-5, under the No Project Alternative: No Build Scenario, none of the Objectives would be realized. Under the No Project Alternative: Commercial Redevelopment Development Scenario, only 2 of the 6 Objectives would be realized. Under the Reduced Intensity Alternative, all of the Objectives would be realized in some manner; however, attainment of 4 of the 6 Objectives would be constrained.

5.2.5 Comparison of Alternatives, Environmentally Superior Alternative

Table 5.2-6 summarizes comparative impacts of the Base development concept and the considered Alternatives. As indicated at Table 5.2-6, with exclusion of the No Project Alternatives as provided under CEQA[10], the Reduced Intensity Alternative would likely result in a general reduction in environmental effects when compared to the Base development concept.

The *CEQA Guidelines* require that the environmentally superior alternative (other than the No Project Alternatives) be identified among the project and other Alternatives considered in an EIR. For the purposes of CEQA, the Reduced Intensity Alternative is identified as the "environmentally superior alternative." It is however noted that the Base development concept would not result in any significant environmental impacts. The Reduced Intensity Alternative is presented for illustrative purposes only and is not required or proposed as a means of reducing the Base development concept's environmental effects.

[10] If the environmentally superior alternative is the "no project" alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives (*CEQA Guidelines* Section 15126.6 (e)(2)).

Table 5.2-5
Comparative Attainment of Objectives

OBJECTIVES	No Project Alternative: No Build Scenario	No Project Alternative: Commercial Redevelopment Scenario	Reduced Intensity Alternative
	This Alternative assumes the site remains in its current undeveloped condition.	This Alternative assumes redevelopment of the already-improved subject site with uses similar to those proposed under the Base development concept. Development under this Alternative would total approximately 39,290 sf of commercial/retail uses, or approximately 60 percent of the development intensity proposed by the Project.	Under this Alternative, similar uses would be implemented but at a 25 reduction in scope. When compared to the Base development scope (61,020 square feet), the Reduced Intensity Alternative would realize approximately 45,765 square feet of commercial/retail uses.
Implement retail and restaurant uses responsive to current and anticipated demands for goods and services in the Project trade area.	Not attained. No new development; existing vacant land does not meet area needs.	Partially attained. Limited redevelopment addresses demand at smaller scale.	Attained. Scale reduced but retail/restaurant demand broadly met.
Implement a commercial development that would attract new customers and retailers to the community of Woodcrest.	Not attained. No new construction to attract investment.	Partially attained. Minor facility upgrades could attract new customers but limited draw for retailers.	Attained. New facility capable of attracting customers and retailers, albeit not at full Project scale.
Provide goods and services at a local site, thereby reducing the number and length of trips currently being made to shop for these same goods and services elsewhere.	Not attained. No new commercial/retail offerings; residents travel elsewhere for goods/services.	Attained. Redevelopment provides improved local goods/services but overall range limited by site reuse.	Attained. Development provides local services; travel reduction not as strong.
Replace existing dated site structures and transition the Project site to a contemporary commercial development, with resulting fiscal benefits including additional sales tax revenues and increased property tax revenues.	Not attained. Existing, outdated site facilities remain in place; no increase in fiscal benefits.	Attained but constrained. Some fiscal benefit increases but overall revenue stream reduced by smaller scale.	Attained but constrained. Some fiscal benefit increases but overall revenue stream reduced by smaller scale.
Implement a commercial development that creates new long-term employment opportunities for area residents.	Not attained. No new jobs generated; current employment unchanged.	Attained but reduced. Employment increases, but total job creation declines proportionately with scale.	Attained but reduced. Employment increases, but total job creation declines proportionately with scale.
Implement a commercial development that creates new construction employment opportunities for area residents.	Not attained. No construction would occur; no jobs created for local construction workers.	Attained but reduced. Construction employment occurs but at lower aggregate employment and duration of employment.	Attained but reduced. Construction employment occurs but at lower aggregate employment and duration of employment.

Table 5.2-6
Summary of Potential Impacts, Alternatives Compared to Base Development Concept, By Topic

EIR Topic/Project Impacts	No Project Alternative: No Build Scenario Impacts	No Project Alternative: Commercial/Retail Land Uses Redevelopment Scenario Impacts	Reduced Intensity Alternative Scenario Impacts
Land Use and Planning			
Less-than-significant impact due to consistency with General Plan and zoning after proposed amendments. No division of community or conflicts with policy. No cumulatively considerable effects.	No new impacts. Existing conditions maintained.	Less than significant and reduced. Redevelopment within existing entitlements; minor zoning clarifications may be needed; all mandated compliance measures remain.	Less than significant and comparable. Zoning and GPA still required.
Transportation			
Less than significant. Project screened out from VMT analysis as local-serving retail; minimal traffic impacts due to trip distribution and site design. No cumulatively considerable effects.	No new impacts. Existing conditions maintained.	Less than significant and reduced. Diminished impacts due to reduced development scope.	Less than significant and reduced. Diminished impacts due to reduced development scope.
Air Quality			
Less than significant. Construction and operational emissions well below SCAQMD thresholds. No cumulatively considerable effects.	No new impacts. Existing conditions maintained.	Less than significant and reduced. Diminished impacts due to reduced development scope.	Less than significant and reduced. Diminished impacts due to reduced development scope.
Greenhouse Gas Emissions (GHG)			
Less than significant. Operational and construction GHG emissions below significance thresholds; Project would comply with applicable GHG emissions reductions strategies and plans. No cumulatively considerable effects.	No new impacts. Existing conditions maintained.	Less than significant and reduced. Lower GHG emissions due to reduced development scope.	Less than significant and reduced. Lower GHG emissions due to reduced development scope.
Energy			
Less than significant. Efficient design, compliance with CALGreen and relevant energy conservation and efficiency measures. No cumulatively considerable effects.	No new impacts. Existing conditions maintained.	Less than significant and reduced. Diminished impacts due to reduced development scope.	Less than significant and reduced. Diminished impacts due to reduced development scope.

Table 5.2-6
Summary of Potential Impacts, Alternatives Compared to Base Development Concept, By Topic

EIR Topic/Project Impacts	No Project Alternative: No Build Scenario Impacts	No Project Alternative: Commercial/Retail Land Uses Redevelopment Scenario Impacts	Reduced Intensity Alternative Scenario Impacts
Noise			
Less than significant. Construction and operation noise and vibration within County limits and other applicable standards. No cumulatively considerable effects.	No new impacts. Existing conditions maintained.	Less than significant and reduced. Diminished impacts due to reduced development scope.	Less than significant and reduced. Diminished impacts due to reduced development scope.
Hazards and Hazardous Materials			
Less than significant. No handling of unusual substances; full regulatory compliance; no increased public risk. No cumulatively considerable effects.	No new impacts. Existing conditions maintained.	Less than significant and reduced. Diminished impacts due to reduced development scope.	Less than significant and reduced. Diminished impacts due to reduced development scope.
Hydrology and Water Quality			
Less than significant. Full compliance with MS4, NPDES, and PWQMP; stormwater and runoff managed with LID BMPs; no increase in flood or water quality risk. No cumulatively considerable effects.	No new impacts. Existing conditions maintained.	Less than significant and reduced. Diminished impacts due to reduced development scope.	Less than significant and reduced. Diminished impacts due to reduced development scope.
Biological Resources			
Project biological resources impacts would be less than significant as mitigated. No cumulatively considerable effects.	No new impacts. Existing conditions maintained.	Impacts would be similar and would be less than significant as mitigated.	Impacts would be similar and would be less than significant as mitigated.
Cultural Resources/Paleontological Resources			
Project cultural resources/tribal cultural resources, and paleontological resources impacts would be less than significant as mitigated. No cumulatively considerable effects.	No new impacts. Existing conditions maintained.	Impacts would be similar and would be less than significant as mitigated.	Impacts would be similar and would be less than significant as mitigated.
Population and Housing			
Less than significant. Conversion of nominal low-density residential acreage negligible in the context of	No new impacts. Existing conditions maintained.	Less than significant and reduced. No residential land use conversion.	Less than significant and comparable.

Table 5.2-6
Summary of Potential Impacts, Alternatives Compared to Base Development Concept, By Topic

EIR Topic/Project Impacts	No Project Alternative: No Build Scenario Impacts	No Project Alternative: Commercial/Retail Land Uses Redevelopment Scenario Impacts	Reduced Intensity Alternative Scenario Impacts
regional housing supply; no displacement. No cumulatively considerable effects.			
Relative Attainment of Project Objectives. All Project objectives would be fully achieved, including providing a broad range of retail and restaurant uses, maximizing economic and fiscal benefits, improving local services, and enhancing the character of the area through modern design and infrastructure upgrades.	None of the project objectives would be attained. The site would remain undeveloped and underutilized, with no improvement to local services, economy, or area character.	Only two objectives—the provision of limited retail/restaurant opportunities and minor local service improvements—would be partially realized. However, the scale and benefits would be substantially diminished and no major infrastructure or economic benefits would result.	All objectives would be met to some degree, but the intensity, scale, and therefore economic, fiscal, and infrastructure benefits would be proportionally constrained. Four of the objectives—those depending on maximum development intensity and associated revenue—would be only partially achieved.

5.3 GROWTH-INDUCING IMPACTS OF THE PROPOSED ACTION

5.3.1 Overview

CEQA Guidelines Section 15126.2 (e) *Growth-Inducing Impact of the Proposed Project* requires that an EIR:

> "Discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth (a major expansion of a recycled water plant might, for example, allow for more construction in service areas). Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also discuss the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment."

Unless otherwise differentiated, the "Project" as discussed in the following includes both the Base development concept and the Parcel 1 Option.

Potential growth-inducing aspects and elements of the Project would include:

- Construction of infrastructure systems;
- Job creation; and
- Economic stimulus/other.

Infrastructure Improvements

The Project would implement infrastructure improvements that are consistent with County and purveyor master plans. This EIR evaluates likely maximum impacts

associated with all Project actions and operations including, but not limited to, construction and operation of utilities and service systems distribution and conveyance lines. Construction and operation of the Project utilities and service systems distribution and conveyance lines described in this EIR would not result in conditions or environmental impacts not already considered and addressed elsewhere in this EIR. No mitigation beyond that already proposed in the EIR is required. The EIR mitigation measures are comprehensively identified at EIR Table 1.12-1 *Summary of Impacts and Mitigation, Project BMPs, and Project Design Features.* There are no unique or atypical conditions or aspects of the Project utilities and service systems distribution and conveyance lines that would result in significant environmental impacts. New development that may be facilitated by availability of infrastructure constructed by the Project would be required to conduct CEQA analyses substantiating less-than-significant impacts to infrastructure systems themselves or to customers served by those infrastructure systems.

Job Creation

The Project would create new jobs. In general terms, job creation furthers growth via wages, salaries and general fiscal benefits; increased demands for housing; and increased demands for consumer goods and services. The Project uses create and improve locally available commercial retail that would be supported by existing demand as substantiated in the Project Urban Decay Study (EIR Appendix B). This would generally reduce potential impacts from retail traffic traveling to more distant commercial/retail venues. Jobs created by the Project would promote a balanced employment/housing condition acting generally to reduce impacts attributable to employment commutes.

Economic Stimulus/Other

Construction and operation of the Project would act generally as an economic stimulus for the County and region. Project job creation would provide local and regional fiscal benefits and would contribute generally to increased demands for housing, goods, and services. Salaries and wages paid to employees, taxes, and other revenue streams generated by the Project would provide incentive for creation of second tier businesses

with accompanying economic stimulus, which in turn would create third tier businesses, with accompanying economic stimulus, etc.

Economic stimulus and related growth resulting from the Project would create additional demands for County services. The Project would construct or pay development impact fees offsetting the Project's potential growth effects and related demands for services and demands on service facilities and systems.

The Project would not otherwise encourage and facilitate known or probable activities that could significantly affect the environment, either individually or cumulatively. To the satisfaction of the County, as-yet unknown activities or developments that may derive from the Project would be independently required to evaluate and address their potential environmental impacts.

Summary

The Project could induce growth through the construction of infrastructure improvements, job creation, and economic stimulus. Project infrastructure improvements would not, of themselves, result in impacts not considered and addressed within the EIR body text. There are no unique or atypical conditions or aspects of the Project utilities and service systems distribution and conveyance lines that would result in significant environmental impacts. Any new development that may be facilitated by availability of infrastructure constructed by the Project would be required to conduct CEQA analyses substantiating less-than-significant impacts to infrastructure systems themselves or to customers served by those infrastructure systems.

Project retail and commercial uses would be supported by existing demand, while project-related job creation would draw from local employment pools. These combined factors would help reduce trip generation, trip lengths, and related transportation and traffic impacts.

The Project would provide economic stimulus that would directly and indirectly contribute to growth and could therefore result in increased demand for services. The Project would construct or pay development impact fees offsetting the Project's potential growth effects and related demands for services and demands on service facilities and systems.

The Project would not otherwise encourage and facilitate known or probable activities that could significantly affect the environment, either individually or cumulatively. To the satisfaction of the County, as-yet unknown activities or developments that may derive from the Project would be independently required to evaluate and address their potential environmental impacts.

5.4 SIGNIFICANT ENVIRONMENTAL EFFECTS

Unless otherwise differentiated, the "Project" as discussed in the following includes both the Base development concept and the Parcel 1 Option**.** As substantiated in this EIR, the Project would not result in or create any significant environmental effects.

5.5 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

Unless otherwise differentiated, the "Project" as discussed in the following includes both the Base development concept and the Parcel 1 Option**.** As provided at *CEQA Guidelines* Section 15127, the information regarding Significant Irreversible Environmental Changes that is required by section 15126.2(d) need be included only in EIRs prepared in connection with:

- The adoption, amendment, or enactment of a plan, policy, or ordinance of a public agency;
- The adoption by a local agency formation commission of a resolution making determinations; or
- A project that will be subject to preparation of an environmental impact statement pursuant to the National Environmental Policy Act of 1969, 42 U.S.C. 4321–4347.

The Project qualifies under *CEQA Guidelines S*ection 15127 because a General Plan Amendment and zone change are required to implement the Project. Accordingly, this EIR addresses potential significant irreversible environmental changes involved in the proposed action should it be implemented. An impact would fall into this category if:

- A project would involve a large commitment of nonrenewable resources;
- The primary and secondary impacts of a project would generally commit future generations to similar uses;
- A project involves uses in which irreversible damage could result from any potential environmental incidents associated with the project; or
- The proposed consumption of resources is not justified (e.g., the project results in wasteful use of energy).

Regarding the above, a given development proposal may result in significant irreversible effects should key resources be degraded or destroyed such that there would be little possibility of restoring them. No such degradation or destruction of resources is anticipated because of the Project. The Project would represent a permanent commitment of the site to new commercial/retail uses. However, as substantiated in this EIR including the appended Initial Study, the Project site does not evidence important natural resources and/or impacts to resources are mitigated to levels that would be less than significant. In this latter regard, EIR Mitigation Measures 4.7.1 through 4.7.4 reduce potential impacts to biological resources to levels that would be less than significant; Mitigation Measures 4.8.1 through 4.8.8 reduce potential impacts to cultural resources/tribal cultural resources to levels that would be less than significant; Mitigation Measure 4.8.9 reduces potential impacts to paleontological resources to levels that would be less than significant. On this basis, no important natural resources would be lost because of Project implementation.

The Project would consume resources including:

- Construction materials, including concrete/cement, asphalt, sand, gravel/aggregate, steel and other metals, glass, and petroleum-based products (e.g., fuels, roofing and paving materials).

- Lumber/wood products.

- Energy resources, including electricity and natural gas for building operation and associated vehicle fuel use.

- Water resources for construction and ongoing landscape/operational demands.

The Project would incrementally and irreversibly consume the above-noted resources. However, such use is typical of similar commercial development and not considered a significant irreversible environmental change due to unjustified consumption of resources. Further, the Project comprises a local-serving retail use and the Project is not of sufficient scope or scale that the resources consumed is not expected to result in shortfalls in their overall availability.

Construction of the Project would commit the subject site to the proposed commercial/retail uses for the foreseeable future, and thereby limit the range of other future uses of the properties. Similarly, any development of the site (irrespective of the Project) would limit the range of other future uses of this land. Given the site's optimal location at the intersection of improved urban roadways, availability of supporting infrastructure and urbanization of surrounding properties, transition of the subject site to a developed state such as would occur under the Project is considered consistent with the highest and best uses of the site.

The Project site does not contain any significant natural features which should be preserved for public recreation or open space purposes. The Project site is not designated for "Open Space" purposes and would not affect any designated Open Space areas (EIR Section 3.0 *Project Description*, Section 4.1 *Land Use and Planning*, et. al.). The Project does not propose new public recreational facilities or uses that would adversely affect existing public recreational facilities. Please refer to EIR Table 1.7-1, *Summary of Impacts Determined Not to be Potentially Significant*.

Mitigation is proposed for potential impacts to natural features (biological resources, cultural resources, and paleontological resources) that may be encountered during Project development activities. Please refer to EIR Section 4.7 *Biological Resources*, Mitigation Measures 4.7. 1 through 4.7.4; EIR Section 4.8 *Cultural Resources/Tribal Cultural Resources*, Mitigation Measures 4.8.1 through 4.8.9. These mitigation measures reduce all potential impacts to the referenced natural resources to levels that would be less than significant.

6.0 ACRONYMS AND ABBREVIATIONS

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ADT	Average Daily Traffic
ALUCP	Airport Land Use Compatibility Plan
AQMD	Air Quality Management District
AQMP	Air Quality Management Plan
ARB	California Air Resources Board
BMP	Best Management Practice
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CalARP	California Accidental Release Prevention Program
CalEPA	California Environmental Protection Agency
CALINE4	California Line Source Dispersion Model
Cal/OSHA	California Department of Industrial Relations, Division of Occupational Safety and Health Administration
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CAT	Climate Action Team
CBC	California Building Code
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDC	California Department of Conservation
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CESA	California Endangered Species Act
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations

cfs	cubic feet per second
CH_4	Methane
CIWMB	California Integrated Waste Management Board
CMP	Congestion Management Plan
CNEL	Community Noise Equivalent Level
CO	Carbon monoxide
CO_2	Carbon dioxide
CPUC	California Public Utilities Commission
CRWQCB	California Regional Water Quality Control Board
CTP	Comprehensive Transportation Plan
CUP	Conditional Use Permit
CUPA	Certified Unified Program Agency
CWA	Clean Water Act
dB	decibel
dBA	A-weighted decibel
DIF	Development Impact Fees
DOT	U. S. Department of Transportation
DPM	Diesel Particulate Matter
DTSC	California Department of Toxic Substances Control
EIR	Environmental Impact Report
EPA	Environmental Protection Agency
ESA	Environmental Site Assessment
FCAA	Federal Clean Air Act
Fed/OSHA	Federal Occupational Safety and Health Administration
FEIR	Final Environmental Impact Report
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FICON	Federal Interagency Committee on Noise
GCC	Global Climate Change
GHG	Greenhouse Gas
gpd	gallons per day
HCM	Highway Capacity Manual

HRA	Health Risk Assessment
HSC	Health and Safety Code
HSWA	Hazardous and Solid Waste Amendments Act
HUD	U. S. Department of Housing and Urban Development
ICU	Intersection Capacity Utilization
IS	Initial Study
ISTEA	Intermodal Surface Transportation Efficiency Act
ITE	Institute of Transportation Engineers
kV	kilovolt
kVA	kilovolt-ampere
LCFS	Low Carbon Fuel Standard or Executive Order S-01-07
Ldn	day/night average sound level
LEA	Local Enforcement Agency
Leq	equivalent sound level
LEED	Leadership in Energy and Environmental Design
LOS	Level of Service
LST	Localized Significance Threshold
M	Richter Magnitude
MBTA	Migratory Bird Treaty Act
mgd	million gallons per day
MOE	Measure of Effectiveness
MPE	maximum probable earthquake
mph	miles per hour
MPO	Metropolitan Planning Organization
MRF	Material Recovery Facility
MSHCP	Multiple Species Habitat Conservation Plan
msl	mean sea level
MSW	Municipal Solid Waste
$\mu g/m^3$	micrograms per cubic meter
NAAQS	National Ambient Air Quality Standards
NO_2	Nitrogen dioxide
NOI	Notice of Intent

NOP	Notice of Preparation
NO_x	Oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
O_3	Ozone
OAP	Ozone Attainment Plan
OEHHA	California Office of Environmental Health Hazard Assessment
OES	Office of Emergency Services
OSHA	Occupational Safety and Health Administration
Pb	Lead
PCE	passenger car equivalency
$PM_{2.5}$	Particulate Matter Less Than 2.5 Microns in Diameter
PM_{10}	Particulate Matter Less Than 10 Microns in Diameter
ppm	parts per million
PV	Photovoltaic
RCRA	Resource Conservation and Recovery Act
REMEL	Reference Energy Mean Emission Level
RMP	Resources Management Plan
ROG	Reactive Organic Gases
RPS	Renewables Portfolio Standard
RTA	Riverside Transit Authority
RWMP	Regional Water Management Plan
RWQCB	Regional Water Quality Control Board
SARA	Superfund Amendments & Reauthorization Act
SARWQCB	Santa Ana Regional Water Quality Control Board
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCH	State Clearinghouse
SCUP	Special Conditional Use Permit
SIP	State Implementation Plan
SLM	Sound Level Meter
SO_x	Oxides of sulfur

SRRE	Source Reduction and Recycling Element
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	Toxic Air Contaminants
TIA	Traffic Impact Analysis
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
V/C	Volume to Capacity
VdB	vibration decibel
VMT	vehicle miles traveled
VOC	Volatile Organic Compound
WQMP	Water Quality Management Plan
WSA	Water Supply Assessment

7.0 REFERENCES

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PERSONS AND ORGANIZATIONS CONSULTED

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