

ENVIRONMENTAL ASSESSMENT/INITIAL STUDY TEMESCAL CANYON OFFICE PROJECT

Plot Plan (PPT) No. 230008

Prepared for:

County of Riverside Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92502-1409
Contact: Jose Merlan, Principal Planner
(951) 955-0314 | jmerlan@RIVCO.ORG

Project Proponent

John Soldat, CPA
1902 Fullerton Avenue, #201
Corona, CA 92881
(951) 737-7047 | john@johnsoldatcpa.com

Prepared by:



EPC Environmental Inc.
1180 Pierce Street, Suite 200
Riverside, California 92505
Contact: Ernest Perea, Principal
(951)310-3010 | ernest@ceqa.plus

May 12, 2026

Contents

I.	Project Information.....	1
II.	Applicable General Plan and Zoning Regulations	3
III.	Environmental Factors Potentially Affected	5
IV.	Determination	5
1.	Scenic Resources.....	10
2.	Mt. Palomar Observatory.....	17
3.	Other Lighting Issues.....	17
4.	Agriculture.....	19
5.	Forest.....	20
6.	Air Quality Impacts.....	22
7.	Wildlife and Vegetation.....	29
8.	Historic Resources.....	38
9.	Archaeological Resources.....	40
10.	Energy Impacts.....	42
11.	Alquist-Priolo Earthquake Fault Zone or County Fault Hazard Zones.....	46
12.	Liquefaction Potential Zone	47
13.	Ground-Shaking Zone	48
14.	Landslide Risk.....	48
15.	Ground Subsidence.....	49
16.	Other Geologic Hazards.....	50
17.	Slopes.....	51
18.	Soils.....	52
19.	Wind Erosion and Blowsand from Project Either On-site or Off-site.....	54
20.	Greenhouse Gas Emissions.....	55
21.	Hazards and Hazardous Materials.....	58
22.	Airports.....	61
23.	Water Quality.....	62
24.	Land Use.....	71
25.	Mineral Resources.....	72
26.	Airport Noise.....	73
27.	Noise Effects by the Project.....	74
28.	Paleontological Resources.....	86
29.	Housing.....	88
30.	Fire Protection Services.....	90
31.	Sheriff Services.....	91
32.	Schools.....	92
33.	Libraries.....	93
34.	Health Services.....	94
35.	Parks and Recreation.....	95
36.	Recreational Trails.....	96
37.	Transportation.....	97
38.	Bike Trails.....	101
39.	Tribal Cultural Resources.....	102
40.	Water.....	105
41.	Sewer.....	106
42.	Solid Waste.....	107
43.	Utilities.....	110
44.	Wildfire.....	111
45.	Mandatory Findings of Significance.....	115
46.	Mandatory Findings of Significance.....	115
47.	Mandatory Findings of Significance.....	116
V.	Earlier Analyses.....	117

Tables

Table 1 – Construction-Related Emissions Summary (Unmitigated).....	24
Table 2 – Summary Of Peak Operational Emissions (Unmitigated).....	25
Table 3 – Maximum Daily Localized Construction Emissions Thresholds.....	26
Table 4 – Localized Construction-Related Emissions.....	27
Table 5 – Project GHG Emissions.....	56
Table 6 – Ambient Noise Level Measurements.....	75
Table 7 – Nearest Noise Sensitive Receptor Locations.....	76
Table 8 – Construction Equipment Noise Levels at the Nearest Sensitive Receptor (North Multi-Family Residence).....	76
Table 9 – Construction Equipment Noise Levels at the Nearest Sensitive Receptor (South Commercial to Center and Mobile Home Park from Boundary).....	78
Table 10 – Worst Case Construction Noise Levels (Site Preparation & Grading).....	79
Table 11 – Noise Level Comparison Existing vs. Existing Plus Project.....	83
Table 12 – Reference Noise Level Measurements.....	84
Table 13 – Vibration Source Levels for Construction Equipment.....	85
Table 14 – Estimated Construction Solid Waste Generation.....	108

Figures

Figure 1: Project Location Map.....	7
Figure 2: Zoning Map.....	8
Figure 3. Aerial View of Project Site.....	9
Figure 4A: View from Temescal Canyon Road (Before).....	13
Figure 4B: View from Temescal Canyon Road (After).....	13
Figure 5A: View from Interstate 15 Looking West (Before).....	14
Figure 5B: View from Interstate 15 Looking West (After).....	14
Figure 6A: Project Site Aerial View (Before).....	15
Figure 6B: Project Site Aerial View (After).....	15
Figure 7: Landscape Plan.....	16
Figure 8: Location of Coast Live Oak.....	37
Figure 9: Ambient Noise Level Measurement Locations.....	75
Figure 10: Existing Traffic Noise Contours.....	82
Figure 11: Existing Plus Project Traffic Noise Contours.....	82
Figure 12: Fire Hazard Severity Zones.....	113

List of Appendices

- Appendix A** – Air Quality and GHG Technical Memorandum, KPC EHS Consultants, LLC, September 13, 2023
- Appendix B** – Biological Resources and WRMSHCP Consistency Report, WSP, Updated May 6, 2025
- Appendix C** – Cultural Resources Assessment, WSP, January 30, 2024 (Confidential)
- Appendix D** – Energy Technical Memorandum, KPC EHS Consultants, LLC, September 14, 2023, revised December 8, 2025
- Appendix E** – Geotechnical Investigation, GTC, Inc., March 4, 2023
- Appendix F** – Feasibility Report for Seepage Pits, Earth Strata, Inc., August 24, 2024
- Appendix G** – Final WQMP, Carlos Pineda, P.E., March 12, 2026
- Appendix H** – Drainage Report, December 28, 2022
- Appendix I** – Noise Assessment, KPC EHS Consultants, LLC, Revised May 18, 2026
- Appendix J** – Project Trip Generation & Vehicle Miles Traveled Assessment, Fehr & Peers, July 7, 2023
- Appendix K** – Water Availability Letter, Temescal Valley Water District, August 3, 2023

Appendix L – Sewer Availability Letter, Temescal Valley Water District, August 3, 2023

COUNTY OF RIVERSIDE
ENVIRONMENTAL ASSESSMENT FORM: INITIAL STUDY/MITIGATED
NEGATIVE DECLARATION

Environmental Assessment (CEQ/EA) Number: CEQ260012
Project Case Type (s) and Number(s): Plot Plan No. 230008 (PPT230008)
Lead Agency Name: County of Riverside Planning Department
Address: 4080 Lemon Street 12th Floor, Riverside, CA 92501
Contact Person: Jose Merlan, Principal Planner
Telephone Number: 951-955-0314
Applicant's Name: John J. Soldat, CPA
Applicant's Address: 1902 Fullerton Avenue, #201, Corona, CA 92881
Final Hearing Body (DH/PC/BOS): Planning Commission
Final (Date Adopted by Hearing Body): _____

I. PROJECT INFORMATION

Project Description: The Temescal Canyon Office Building Project (Project) is located on the west side of Temescal Canyon Road, between 21653 and 21705 Temescal Canyon Road, in unincorporated Riverside County (**Figure 1** and **Figure 2**). As shown in **Figure 1**, Regional Vicinity Map, the Project site is located off Interstate 15 (I-15) and is bounded by Temescal Canyon Road to the east, between Dos Lagos Drive and Foster Road. The Project consists of one parcel (Assessor's Parcel Number [APN] 282-121-011) and is a total of 1.1 acres in size. The Project site is currently a sloped, vacant lot, adjacent to I-15 with no recorded history of former development.

The Project proposes to construct one 24,712-square-foot, 3-story office building for medical uses, including a ground level parking structure consisting of 53 parking spaces, a parking lot consisting of 40 spaces, and associated landscaping features. The commercial building would be utilized for general medical purposes, and no manufacturing or residential uses are included. Business operations on-site would be conducted within the medical building, and limited exterior activities, and medical office uses are anticipated to operate Monday through Friday between 8:00 a.m. and 6:00 p.m., no 24-hour operations are proposed. Construction is anticipated to occur in a single phase of approximately 12 months, encompassing site preparation and grading, structural work, paving, and landscaping installation. The Project would introduce new on-site lighting for parking areas and building entrances, designed to comply with Riverside County Code Ordinance No. 915 to prevent light spillage onto adjacent properties, with non-reflective building materials and anti-glare windows minimizing daytime glare. The Project includes a conceptual landscape Plan providing perimeter and parking area plantings designed to complement the building as viewed from Temescal Canyon Road and Interstate 15. Off-site improvements include a new driveway approach on Temescal Canyon Road requiring a County encroachment permit, storm drainage connection to the municipal system beneath Temescal Canyon Road, water and sewer connections via the Temescal Valley Water District, and utility coordination with Southern California Edison; no off-site road widening or additional travel lanes are required. The Project's site General Plan Land Use designation is Community Development: Community Retail (CD:CR) and is zoned C-P-S for Scenic Highway Commercial development which allows a wide array of commercial and retail uses, and would be consistent with applicable land use designations for the area.

A. Type of Project: Site Specific ; Countywide ; Community ; Policy .

B. Total Project Area:

Residential Acres: 0	Lots: 0	Units: 0	Projected No. of Residents: 0
Commercial Acres: 1.1	Lots: 1	Sq. Ft. of Bldg. Area: 24,712	Est. No. of Employees: 4-6
Industrial Acres: 0	Lots: 0	Sq. Ft. of Bldg. Area: 0	Est. No. of Employees: 0
Other: 0			

C. Assessor's Parcel No(s): 282-121-011

Street References: Temescal Canyon Road, North of Foster Road, and South of Dos Lagos Drive

D. Section, Township & Range Description or reference/attach a Legal Description: Por. SE ¼ Section 21. Township 4S, Range 6 West, SBBM

E. Brief description of the existing environmental setting of the Project site and its surroundings: The Project site is located in the Temescal Canyon Area, which is characterized by distinctive natural features, as well as this region's proximity to Orange and Los Angeles counties. The Santa Ana Mountains and Gavilan Hills create the primary backdrop for this planning area and frame Temescal Canyon, which contains most of the existing and proposed urban development. The Gavilan Hills to the east are characterized by rock outcroppings and sparse low-lying vegetation, while the larger Santa Ana Mountains to the west comprise a large portion of the Cleveland National Forest. Prado Basin, a key focal point in the massive Santa Ana River Watershed, in the northwest corner of the study area, is an oasis of natural habitat at the western gateway to rapidly urbanizing western Riverside County (County of Riverside 2021a).

The Project site consists of a 1.1 acre parcel that is currently vacant, undeveloped, and has no recorded history of prior development. The site is characterized by sloped topography, with elevations ranging from approximately 910 feet above mean sea level on the east to 950 feet above mean sea level on the west. Vegetation on-site consists primarily of weedy, non-native invasive plant species; the site is largely cleared of native vegetation. One coast live oak tree has been identified on-site. An existing rock-fortified drainage inlet, drain, and headwall are located at the northeast corner of the site; no riparian or wetland habitat, evidence of flows, or jurisdictional drainage were observed on-site. The soils on-site are identified as Placentia fine sandy loam and Garretson gravelly very fine sandy loam. The site is heavily disturbed and surrounded by existing development.

The Temescal Canyon Wash is located approximately 0.3 miles to the east of the Project site. Currently, the adjacent properties to the north and south are utilized for single-family residential homes. The adjacent property across Temescal Canyon Road to the east is identified as Rockefellas Bar and is identified by the address 21700 Temescal Canyon Road with a community of residential homes to the northeast. Adjacent to the east of the property is Interstate 15 with the Riverside Medical Clinic Urgent Care farther beyond, across Knabe Road.

F. Other Public Agency Involvement and Required Permits: The County has primary approval responsibility for the Project. As such, the County is the Lead Agency for this initial study and proposed mitigated negative declaration pursuant to the California Environmental Quality Act (CEQA) Guidelines §15050. The County's Planning Commission would consider the Applicant's requested Plot Plan application as part of a publicly noticed hearing and would make a recommendation to the Board of Supervisors to approve, conditionally approve, or deny the Project. The Board of Supervisors would then consider the recommendation at a publicly noticed hearing and then approve, conditionally approve, or deny the Project. If the Project is approved, the County would conduct administrative reviews and grant ministerial permits and approvals to implement the Project.

Following approval, subsequent discretionary and ministerial approvals associated with the Project by other public agencies may include, but are not limited to:

County Encroachment Permit Section

- Issuance of encroachment permits for work completed within the County road right-of-way

Santa Ana Regional Water Quality Control Board (RWQCB)

- Issuance of a Construction Activity General Construction Permit
- Compliance with the National Pollutant Discharge Elimination System (NPDES)

Riverside County Flood Control and Water Conservation District

- Approvals for the construction of drainage infrastructure

Temescal Valley Water District

- Approvals for the construction of water and sewer infrastructure

Southern California Edison

- Approvals for utility infrastructure, including but not limited to any power pole relocations or undergrounding of lines

South Coast Air Quality Management District

- Issuance of permit to operate a kiln or other related equipment

II. APPLICABLE GENERAL PLAN AND ZONING REGULATIONS

A. General Plan Elements/Policies:

1. **Land Use:** The Project is designated as CR-Commercial by the General Plan and Temescal Canyon Area Plan (TCAP). The CR designation supports local and regional-serving retail and service uses. The Project does not require a General Plan Amendment.
2. **Zoning:** The Project site zoning classification is Scenic Highway Commercial (C-P-S), and a medical office is a permitted use in this classification.
3. **Circulation:** Per Figure 7 of the Temescal Canyon Area Plan Circulation Plan, Temescal Canyon Road, adjacent to the Project site, is classified as an Arterial with a 128-foot right-of-way. The improvements to the public right-of-way would occur within the scope of the Project improvements.
4. **Multipurpose Open Space:** The Project site is located within the Gavilan Habitat Management Unit of the MSHCP and is not within a Criteria Cell, a Cell Group, or any Cores or Linkages.

Local Open Space Policies

- **Oak Tree Preservation.** Temescal Canyon contains significant oak woodland areas that provide habitat and maintain character of the area. It is necessary to protect this natural resource to preserve the character and one of the many unique natural habitats in the area.

Policies: TCAP 17.1 Protect viable oak woodlands through adherence to the Oak Tree Management Guidelines adopted by the County of Riverside.

5. **Noise:** Noise associated with the Project will be during the initial grading and building construction, which is temporary. Operational noise will meet all applicable Noise policies identified by the Temescal Canyon Area Plan (TCAP).
6. **Air Quality:** The Project would control any fugitive dust during grading and construction activities pursuant to South Coast Air Quality Management District (SCAQMD) requirements. The Project meets all applicable Air Quality Element policies.
7. **Healthy Communities:** The Project is an office building for the purposes of medical appointments. The Project would not result in any air quality, significant quantities of hazardous materials, noise or other impacts that would affect Healthy Communities.
8. **Environmental Justice Summary:** “Environmental justice” is defined in California law as the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies. (California Government Code, §65040.12, subd. (e).) The TCAP does not identify policies pertaining to Environmental Justice. However, the Project would develop and operate one medical office building on the undeveloped site, which has been planned for Commercial Retail development. In compliance with General Plan Policy HC 15.1, multiple outreach events have been conducted during the planning process for the Project. Additionally, the Applicant has provided a completed Environmental Justice Form showing that the Project complies with all applicable Environmental Justice Policies identified. Thus, the Project would comply with applicable policies and procedures set forth by the County and state law.

B. General Plan Area Plan(s): Temescal Canyon Area Plan

C. Foundation Component(s): Community Development

D. Land Use Designation(s): CR - Commercial Retail

E. Overlay(s), if any: N/A

F. Policy Area(s), if any: N/A

G. Adjacent and Surrounding:

1. **General Plan Area Plan(s):** Temescal Canyon Area Plan

2. **Foundation Component(s):** N/A

3. **Land Use Designation(s):** CR – Commercial Retail

4. **Overlay(s), if any:** N/A

5. **Policy Area(s), if any:** N/A

H. Adopted Specific Plan Information:

1. **Name and Number of Specific Plan, if any:** N/A

2. **Specific Plan Planning Area, and Policies, if any:** N/A

I. Existing Zoning: C-P-S – Scenic Highway Commercial

J. Proposed Zoning, if any: N/A

K. Adjacent and Surrounding Zoning: C-P-S, IP

III. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

- | | | |
|--|---|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Agriculture & Forest Resources | <input type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> Transportation |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Land Use / Planning | <input checked="" type="checkbox"/> Tribal Cultural Resources |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Utilities / Service Systems |
| <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Wildfire |
| <input type="checkbox"/> Energy | <input checked="" type="checkbox"/> Paleontological Resources | <input checked="" type="checkbox"/> Mandatory Findings of Significance |
| <input type="checkbox"/> Geology / Soils | <input type="checkbox"/> Population / Housing | |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Public Services | |

IV. DETERMINATION

On the basis of this initial evaluation:

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS NOT PREPARED
<input type="checkbox"/> I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
<input checked="" type="checkbox"/> I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the Project, described in this document, have been made or agreed to by the Project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
<input type="checkbox"/> I find that the proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS PREPARED
<input type="checkbox"/> I find that although the proposed Project could have a significant effect on the environment, NO NEW ENVIRONMENTAL DOCUMENTATION IS REQUIRED because (a) all potentially significant effects of the proposed Project have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, (b) all potentially significant effects of the proposed Project have been avoided or mitigated pursuant to that earlier EIR or Negative Declaration, (c) the proposed Project will not result in any new significant environmental effects not identified in the earlier EIR or Negative Declaration, (d) the proposed Project will not substantially increase the severity of the environmental effects identified in the earlier EIR or Negative Declaration, (e) no considerably different mitigation measures have been identified and (f) no mitigation measures found infeasible have become feasible.
<input type="checkbox"/> I find that although all potentially significant effects have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, some changes or additions are necessary but none of the conditions described in California Code of Regulations, Section 15162 exist. An ADDENDUM to a previously certified EIR or Negative Declaration has been prepared and will be considered by the approving body or bodies.

I find that at least one of the conditions described in California Code of Regulations, §15162 exist, but I further find that only minor additions or changes are necessary to make the previous EIR adequately apply to the Project in the changed situation; therefore a **SUPPLEMENT TO THE ENVIRONMENTAL IMPACT REPORT** is required that need only contain the information necessary to make the previous EIR adequate for the Project as revised.

I find that at least one of the following conditions described in California Code of Regulations, §15162, exist and a **SUBSEQUENT ENVIRONMENTAL IMPACT REPORT** is required:
(1) Substantial changes are proposed in the Project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
(2) Substantial changes have occurred with respect to the circumstances under which the Project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any the following:(A) The Project will have one or more significant effects not discussed in the previous EIR or negative declaration;(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR or negative declaration;(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the Project, but the Project proponents decline to adopt the mitigation measures or alternatives; or (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR or negative declaration would substantially reduce one or more significant effects of the Project on the environment, but the Project proponents decline to adopt the mitigation measures or alternatives.



Signature

Elizabeth Mora-Rodriguez

Printed Name

05/21/2026

Date

For: John Hildebrand
Planning Director

Figure 1: Project Location Map

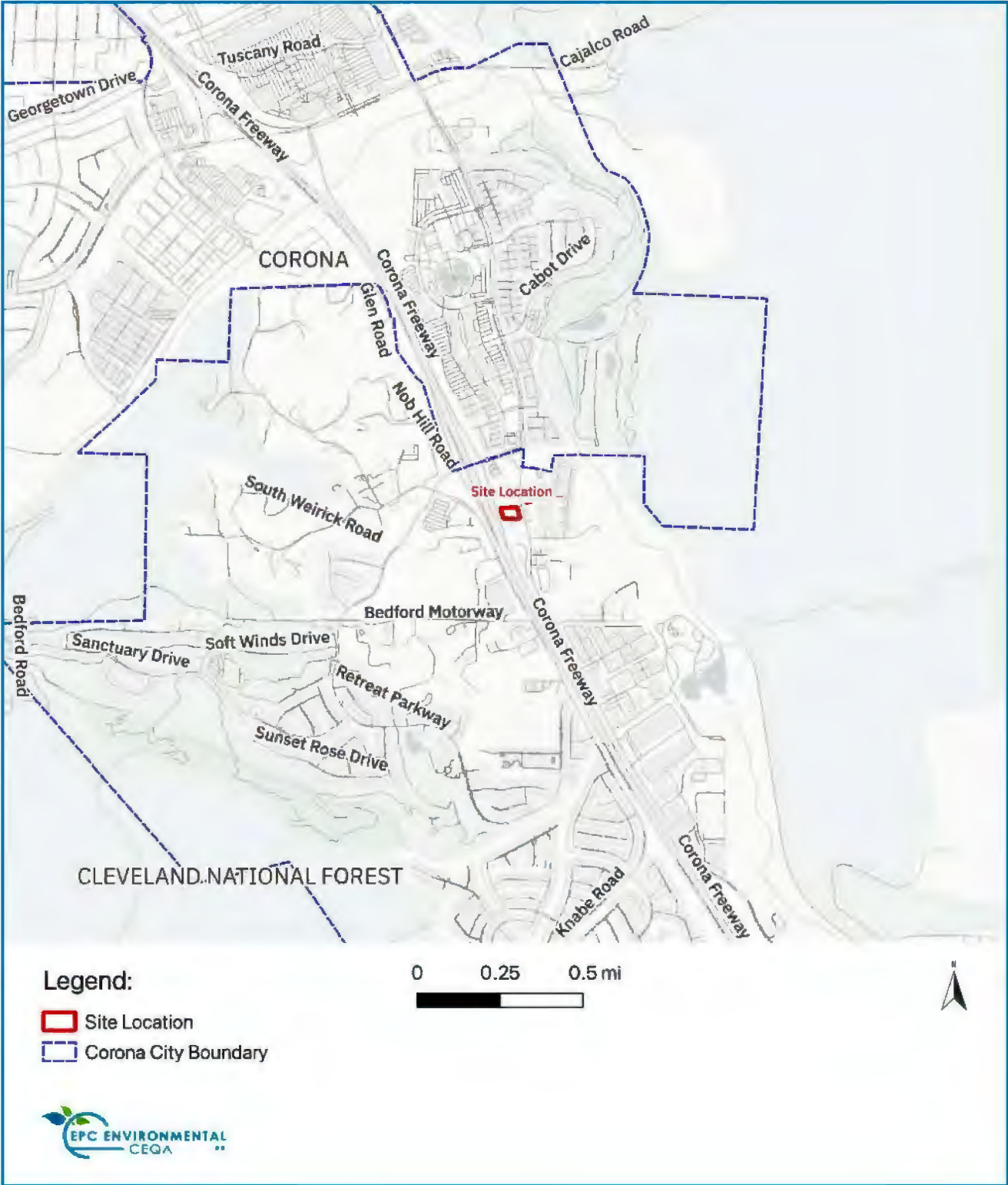


Figure 2: Zoning Map

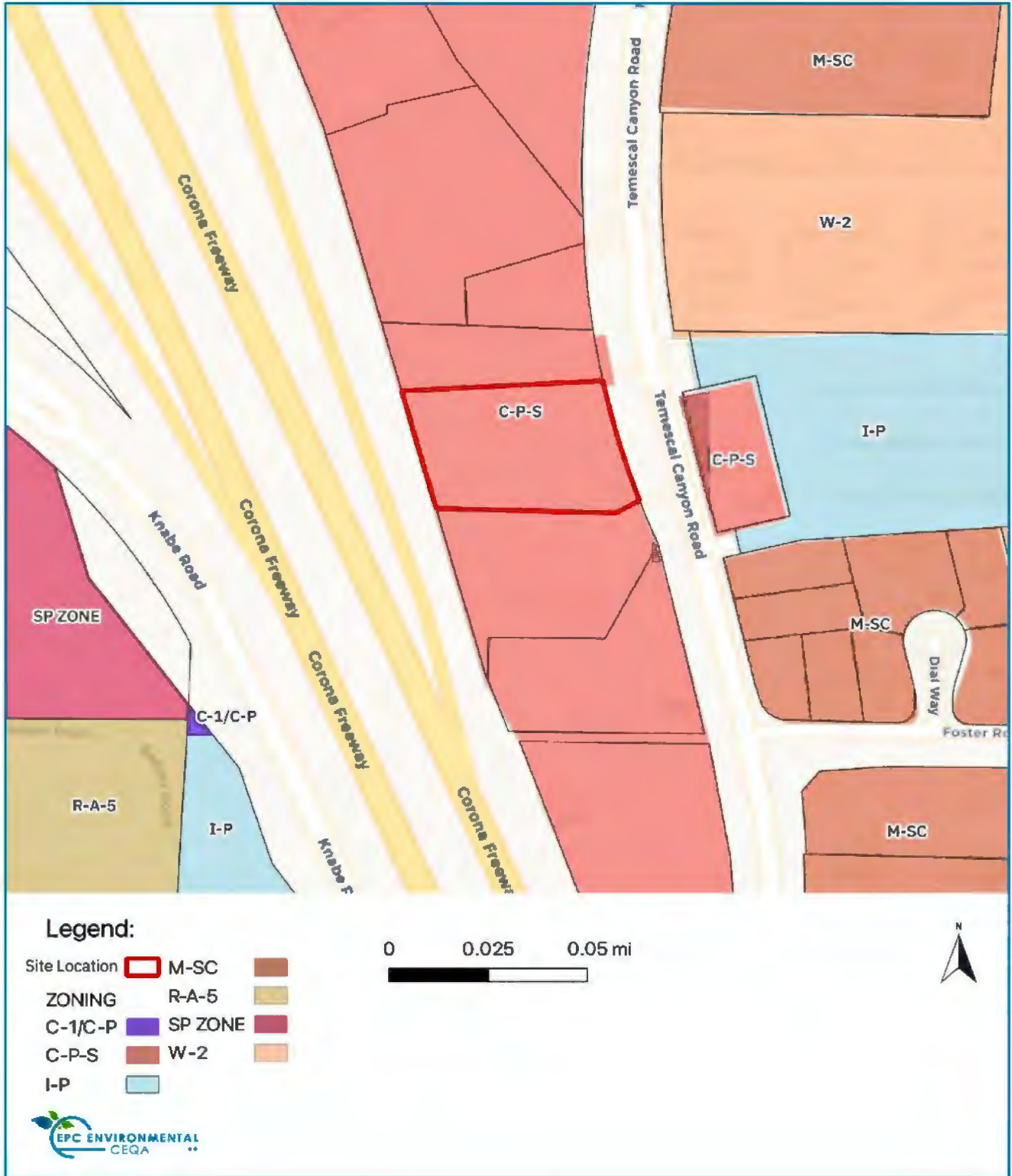





Figure 3. Aerial View of Project Site



Legend:

- Site Location 
- Coast Live Oak 

0 0.01 0.02 mi



Environmental Issues Assessment

In accordance with the California Environmental Quality Act (CEQA) (Public Resources Code §21000-21178.1), this Initial Study has been prepared to analyze the proposed Project to determine any potential significant impacts upon the environment that would result from construction and implementation of the Project. In accordance with the California Code of Regulations, §15063, this Initial Study is a preliminary analysis prepared by the Lead Agency, the County of Riverside, in consultation with other jurisdictional agencies, to determine whether a Negative Declaration, a Mitigated Negative Declaration, or an Environmental Impact Report is required for the proposed Project. The purpose of this Initial Study is to inform the decision-makers, affected agencies, and the public of potential environmental impacts associated with the implementation of the proposed Project.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
AESTHETICS Would the Project:				
1. Scenic Resources				
a) Have a substantial effect upon a scenic highway corridor within which it is located?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and unique 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the Project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s)

Riverside County General Plan, Circulation Element, Figure C-8, "Scenic Highways"

Findings of Fact

- a) **Would the Project have a substantial adverse effect upon a scenic highway corridor within which it is located?**

Less Than Significant Impact

There are no officially designated County scenic highways in the Project site's vicinity. The nearest County-eligible scenic highway is a segment of Cajalco Road, located approximately 1.3 miles north of the Project site. The Project would not be visible from this segment of Cajalco Road due to distance and intervening topography. There are no officially designated state scenic highways within the Project site's vicinity. The closest state-designated scenic highway is a segment of State Route (SR) 91 located to the northwest of the City of Anaheim Hills, approximately 10 miles to the northwest of the Project site, and due to distance and intervening topography the Project site is not visible from this segment of SR 74.

The nearest state-eligible scenic highway is Interstate 15 (I-15), between the interchange with State Route 91 and the San Diego County line (which is located adjacent to the west of the Project site). Along this segment of I-15, motorists would have a view of the hills located approximately one-half mile to the west. However, as shown on **Figure 6B**, although implementation of the Project would result in a change in character of the site from an undeveloped site to a commercial office building, the architectural features of the building with the complementary landscaping would ensure the proposed Project does not result in adverse effects to scenic quality in the local area. Accordingly, the Project would not have a substantial adverse effect upon a scenic highway corridor, and impacts would be less than significant.

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

Less Than Significant Impact

The Project site is currently a vacant site consisting of approximately 1.1 acres of undeveloped land with no significant geological or scenic features. Thus, the Project has no potential to result in adverse effects to scenic resources, including trees, rock outcroppings, or unique landmark features, as no such features occur on the site under existing conditions.

The public view vantage points to potential scenic resources to the west are from the public right-of-way of Temescal Canyon Road, and to the east from Interstate 15. Because the elevation of Temescal Canyon Road is lower than the elevation of the site, there is no view of any scenic resources farther to the west of the Project site. Motorists traveling on Interstate 15, both northbound and southbound, have views of the hills approximately one-half mile to the east of the Project site.

Under existing conditions, lands to the east of the Project site are developed with various structures for commercial and residential purposes. Additionally, Interstate 15 is located immediately adjacent to the west of the Project site. The adjacent lots to the north and south are residential in nature and include the presence of residential structures and shipping storage containers.

Public views of the hills to the east will remain available, and views of the local mountains to the west will remain unobstructed along segments of Temescal Canyon Road. As such, the Project would not obstruct any prominent scenic vistas or views open to the public, and impacts would be less than significant.

The Project site is planned for development with commercial land uses per the County's General Plan and TCAP. The Project's Plot Plan application materials propose architecture, landscaping, and wall and fence materials that comply with County standards and ensure that the Project site is not developed in a manner that would create an aesthetically offensive site open to public view. Impacts would be less than significant.

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

Less Than Significant Impact

According to mapping information available from the United States Census Bureau (USCB), the Project site is located within an urbanized area. The Project would be fully consistent with the existing C-P-S Scenic Highway Commercial zoning classification that applies to the Project site. Additionally, development of the Project site as proposed would be required to comply with the Project's Plot Plan

application materials, which include measures related to site design, grading, landscaping, screen walls, and architectural design that would ensure the site is developed in a manner that is visually attractive. In consideration of the Project site's existing visual character as an unimproved lot, and the requirements of Project's Plot Plan application materials, the Project would not substantially degrade the existing visual character or quality of public views of the site or its surroundings, and impacts would be less than significant.

Mitigation

No mitigation is required.

Monitoring

No monitoring is required.

Before and after photographs show the changes in the existing environment. (See **Figures 4A, 4B, 5A, 5B, 6A, and 6B**).

Figure 4A: View from Temescal Canyon Road (Before)



Figure 4B: View from Temescal Canyon Road (After)



Figure 5A: View from Interstate 15 Looking West (Before)



Figure 5B: View from Interstate 15 Looking West (After)



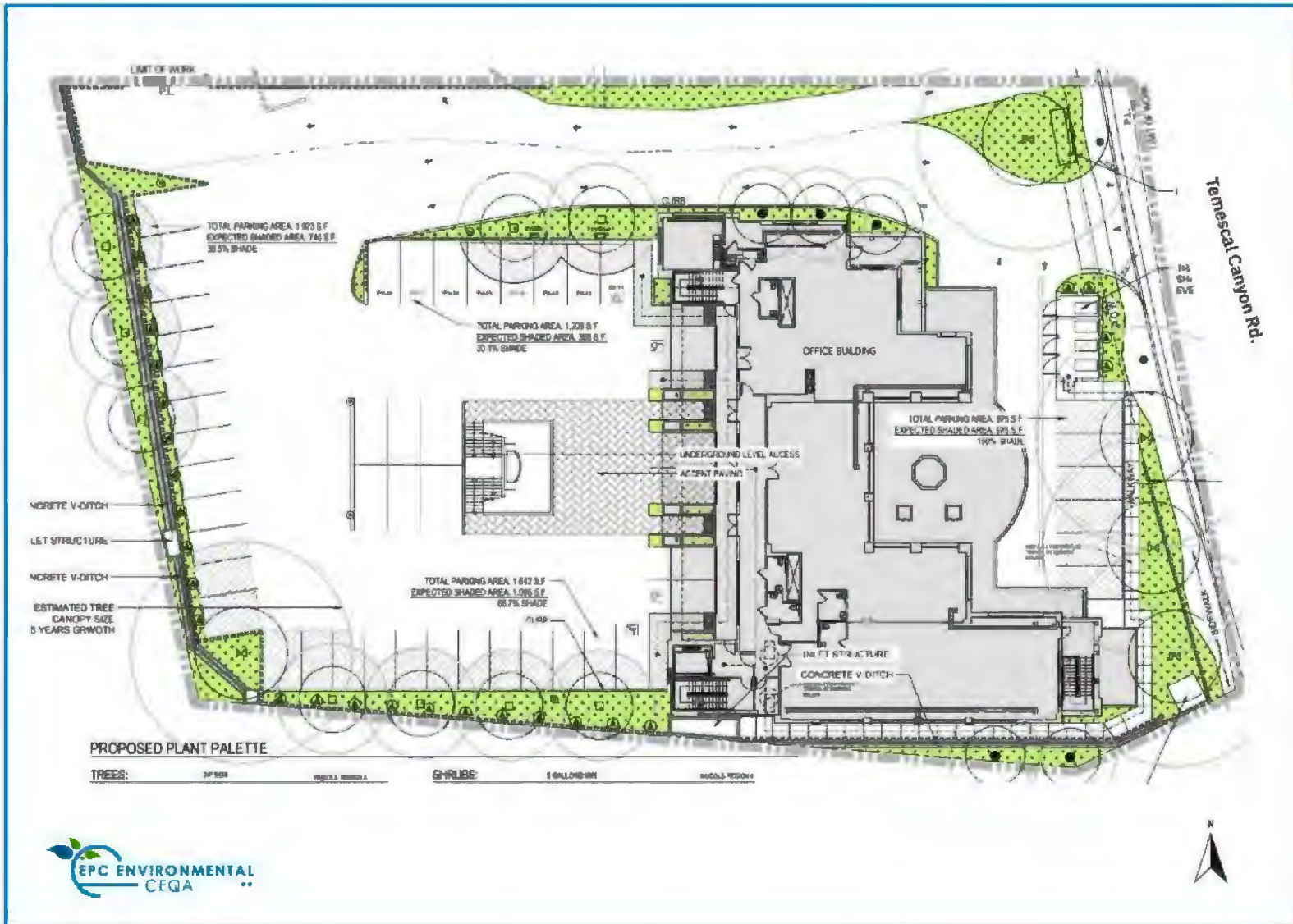
Figure 6A: Project Site Aerial View (Before)



Figure 6B: Project Site Aerial View (After)



Figure 7: Landscape Plan



	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
2. Mt. Palomar Observatory				
a) Interfere with the nighttime use of the Mt. Palomar Observatory, as protected through Riverside County Ordinance No. 655?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s)

GIS database, Ord. No. 655 (Regulating Light Pollution), (Google Earth, n.d.; Riverside County, 1988; RCIT, n.d.)

Findings of Fact

- a) **Would the Project interfere with the nighttime use of the Mt. Palomar Observatory, as protected through Riverside County Ordinance No. 655?**

No Impact

Riverside County Ordinance No. 655 applies to lands within 45 miles of the Mt. Palomar Observatory. The Project site is located approximately 49 miles northwest of the Palomar Observatory, and thus Ordinance 655 is not applicable. As such, the Project would not adversely affect the nighttime operation of Mt. Palomar Observatory, and the Project would not be subject to the provisions of Riverside County Ordinance No. 655. No impact would occur.

Mitigation

No mitigation is required.

Monitoring

No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
3. Other Lighting Issues				
a) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Expose residential property to unacceptable light levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s)

On-site Inspection, Project Application Description

Findings of Fact

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

Less Than Significant Impact

Under existing conditions, the Project site is undeveloped, vacant land, with sparse vegetation and sloped topography. The nearest residential developments to the Project site include single-family residential homes to the north and south.

The Project Applicant proposes to develop the site with a three-story medical office building, and would introduce new lighting elements on site to illuminate the ground-floor parking areas and building entrances. Riverside County Ordinance No. 915 requires that all outdoor luminaires (other than street lighting) must be located, adequately shielded, and directed such that no direct light falls outside the parcel of origin, or onto the public right-of-way. All lighting proposed by the Project Applicant would be required to comply with Riverside County Ordinance No. 915. Compliance with Ordinance No. 915 would be assured through future County review of building permit applications. Mandatory compliance with Ordinance No. 915 ensures that Project-related lighting would not create a new source of substantial light or glare which could adversely affect day or nighttime views in the area; thus, impacts would be less than significant.

Project lighting would not expose any surrounding properties to adverse lighting effects, as site lighting has been designed to prevent any spillage onto adjacent properties. As such, the Project has no potential to expose residential property to unacceptable light levels, and impacts would be less than significant.

With respect to glare, a majority of the Project building elements would consist of non-reflective materials and anti-glare windows as shown on **Figure 5B** above. Thus, glare impacts associated with the proposed building elements would be less than significant.

b) Would the Project expose residential property to unacceptable light levels?

Less Than Significant Impact

As noted above, compliance with Riverside County Ordinance No. 915 will ensure that lighting proposed as part of the Project would not adversely affect the single-family residential homes adjacent to the north and south of the Project site, and a residential community across Temescal Canyon Road to the northeast. Impacts would be less than significant.

Mitigation

No mitigation is required.

Monitoring

No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
AGRICULTURE AND FOREST RESOURCES Would the Project:				
4. Agriculture				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing agricultural zoning, agricultural use or with land subject to a Williamson Act contract or land within a Riverside County Agricultural Preserve?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Cause development of non-agricultural uses within 300 feet of agriculturally zoned property (Ordinance No. 625 "Right-to-Farm")?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s)

Riverside County General Plan, Multipurpose Open Space Element, Figure OS-2 "Agricultural Resources," GIS database, Project Application Materials

Findings of Fact

- a) **Would the Project 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?**

No Impact

According to mapping information available from the California Department of Conservation (CDC) Farmland Mapping and Monitoring Program (FMMP), the Project site is classified as Urban and Built-Up Land, and is not classified as containing "Farmland of Local importance." The proposed Project site does not contain any lands mapped by the FMMP as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland). The Project site is identified primarily as Placentia fine sandy loam, 5- to 15-percent slopes, and Garretson gravelly very fine sandy loam 2- to 8-percent slopes by USDA Natural Resource Conservation Service Soil Mapper and does not constitute prime farmland. As such, the Project has no potential to convert Farmland to a non-agricultural use, and no impact would occur.

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

No Impact

Under the existing conditions the Project site is zoned as C-P-S, Scenic Highway Commercial and is not classified as agricultural land. The Project site is not zoned for agricultural use, and no agricultural uses occur on-site or on immediately adjacent properties under existing conditions. In addition, according to Riverside County GIS, the Project site is not subject to a Williamson Act contract and is not located within a Riverside County Agricultural Preserve. The nearest lands subject to a Williamson Act contract or located within an Agricultural Preserve are located approximately 5.5 miles to the

northeast of the Project site, beyond Lake Matthews, which due to distance has no reasonable possibility of being adversely affected by the Project. Accordingly, the Project would not conflict with existing agricultural zoning, agricultural use, or with land subject to a Williamson Act contract or land within a Riverside County Agricultural Preserve, and no impact would occur.

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

No Impact

None of the surrounding properties are identified as agricultural lands, according to the Riverside County Mapping tools, City of Corona Parcel Information Reports, zoning descriptions, or the Farmland Mapping and Monitoring Program (FMMP). Thus, the properties are not subject to the noticing requirements set forth by Ordinance No. 625, and no impact would occur.

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

No Impact

“Farmland” is defined in Section II.a of Appendix G to the CEQA Guidelines to mean Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Based on mapping information available from the California Department of Conservation (CDC) FMMP, there are no areas of Farmland within the Project vicinity. The nearest lands containing Farmland (Prime Farmland, Farmland of Statewide Importance, and Unique Farmland) occur approximately 1,000 feet east of the Project site. As such, there are no components of the proposed Project that would result in changes in the existing environment which, due to their location or nature, could result in conversion of these types of Farmland to non-agricultural use, and no impact would occur.

Mitigation

No mitigation is required.

Monitoring

No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
5. Forest				
a) 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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s)

Riverside County General Plan, Multipurpose Open Space Element, Figure OS-3a "Forestry Resources Western Riverside County Parks, Forests, and Recreation Areas," Figure OS-3b "Forestry Resources Eastern Riverside County Parks, Forests, and Recreation Areas," Project Application Materials

Findings of Fact

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

No Impact

No lands within the Project vicinity are zoned for forest land, timberland, or Timberland Production, nor are any lands within the Project vicinity used for timber production. Accordingly, no impact would occur.

- b) **Would the Project result in the loss of forest land or conversion of forest land to non-forest use?**

No Impact

As depicted on Figure 4.5.2 of EIR No. 521, which was prepared in conjunction with the County's 2015 General Plan update, there are no forest lands on-site or within the Project vicinity. Additionally, under existing conditions the Project site is cleared of most vegetation and is currently an undeveloped site. There are no components of the proposed Project that would convert forest land to non-forest use. No impact would occur.

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

No Impact

There are no forest lands on-site or within the Project vicinity. Additionally, under existing conditions the Project site is cleared of most vegetation and is currently an undeveloped property. There is no reasonable potential that the Project could result in changes to the existing environment which could result in the conversion of forest land to non-forest use. Accordingly, no impact would occur.

Mitigation

No mitigation is required.

Monitoring

No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
AIR QUALITY Would the Project:				
6. Air Quality Impacts				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors, which are located within one (1) mile of the Project site, to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s)

Riverside County General Plan, Riverside County Climate Action Plan (“CAP”), SCAQMD CEQA Air Quality Handbook

Findings of Fact

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

Less Than Significant Impact

The Project site is located in the South Coast Air Basin (SCAB) within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD has jurisdiction over an approximately 10,743-square-mile area and is principally responsible for air pollution control in the SCAB by working with the Southern California Association of Governments (SCAG), county transportation commissions, local governments, and state and federal agencies to reduce emissions from stationary, mobile, and indirect sources to meet state and federal ambient air quality standards.

Currently, the National Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQS) are exceeded in most parts of the SCAB. In response, the SCAQMD has adopted a series of Air Quality Management Plans (AQMPs) to meet the state and federal ambient air quality standards. AQMPs are updated regularly to more effectively reduce emissions, accommodate growth, and minimize any negative fiscal impacts of air pollution control on the economy. In December 2022, the SCAQMD released the Final 2022 AQMP. Like prior AQMPs, the 2022 AQMP continues to evaluate current integrated strategies and control measures to meet the NAAQS, as well as explore new and innovative methods to reach its goals. Some of these approaches include utilizing incentive programs, recognizing existing co-benefit programs from other sectors, and developing a strategy with fair-share reductions at the federal, state, and local levels. Similar to the 2016 AQMP, the 2022 AQMP incorporates scientific and technological information and planning assumptions, including the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS) and updated emission inventory methodologies for various source categories.

Criteria defining consistency with the AQMP as defined in Chapter 12, Section 12.2 and Section 12.3 of the SCAQMD’s 1993 CEQA Air Quality Handbook. The Project’s consistency with the AQMP is determined using the 2022 AQMP as discussed below.

Consistency Criterion No. 1

The Project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

Consistency Criterion No. 1 refers to violations of the CAAQS and NAAQS, which would occur if Localized Significance Thresholds (LSTs) or regional significance thresholds were exceeded. These indicators are discussed below and the Project is determined to be consistent with the first criterion.

Construction-Related Impacts – Consistency Criterion No. 1: As evaluated under the analyses of Thresholds b. and c. below, the Project's regional and localized construction-source emissions would not exceed applicable regional significance threshold and LST thresholds. As such, a less-than-significant impact is expected.

Operations-Related Impacts – Consistency Criterion No. 1: As evaluated under the analyses of Thresholds b. and c. below, the Project would not exceed the applicable regional and localized significance thresholds for operational activity. Therefore, the Project would not conflict with the AQMP according to this criterion.

Consistency Criterion No. 2

The Project will not exceed the assumptions in the AQMP based on the years of Project build-out phase.

The AQMP demonstrates that the applicable ambient air quality standards can be achieved within the timeframes required under federal law based on growth projections for location general plans. Development projects that are consistent with the growth projections in the County of Riverside General Plan are considered to be consistent with the AQMP. The Project site is located within the Temescal Canyon Area Plan (TCAP) portion of the Riverside County General Plan. The Project land use is designated as Community Development–Community Retail (CD–CR), with a zoning of Scenic Highway Commercial (C-P-S). According to the County of Riverside Code of Ordinances, Title 17–Zoning, Chapter 17.80–C-P-S Scenic Highway Commercial Zone, 17.80.010A.60, offices and businesses are permitted land uses. Therefore, the current land use designation and zoning were used by the SCAQMD to generate the growth forecasts for the air quality plans referenced above, and would be consistent with the growth assumptions used in the SCAQMD plans. Therefore, the Project is determined to be consistent with Consistency Criterion No. 2, resulting in a less-than-significant impact.

The Project would not result in or cause NAAQS or CAAQS violations. The Project would be consistent with the Project site's existing land use designation and zoning classification. Additionally, construction- and operations-related impacts would not exceed the applicable SCAQMD regional or localized thresholds. As such, the Project is therefore considered to be consistent with the AQMP. Based on the preceding analysis, the proposed Project would not conflict with or obstruct the implementation of the SCAQMD 2022 AQMP, and impacts would therefore be less than significant.

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

Less Than Significant Impact

The proposed Project would generate air pollutant emissions during its construction and long-term operation. During construction, the Project's construction contractors would be required to comply with all applicable, mandatory regional air quality standards, including but not limited to SCAQMD Rule 403, "Fugitive Dust," and SCAQMD Rule 1113, "Architectural Coatings."

The California Emissions Estimator Model (CalEEMod) was utilized by KPC EHS Consultants, Inc. to calculate the Project's air pollutant emissions. See Technical Appendix A for a discussion of modeling

methodology and for outputs from the model runs for both construction and operational activity. For purposes of technical analysis, this Initial Study and its supporting technical studies, Project construction was anticipated to commence in December 2023 and would last through November 2024, with operations commencing in 2025. Although the Project's construction would commence later than analyzed, the construction analysis presents a worst-case scenario because, as time passes, construction equipment fleets become less polluting as stricter regulatory requirements become effective and as older and more polluting pieces of construction equipment are phased out and replaced with newer, less polluting pieces of equipment. The duration of construction activity and associated equipment are described in Subsection 3.4 of the Project's AQIA (Technical Appendix A).

Impact Analysis from Construction-Related Emissions

Construction activities associated with the Project include but are not limited to site preparation, grading, building construction, paving, and architectural coating, which would emit volatile organic compounds (VOCs), nitrogen oxides (NO_x), sulfur dioxide (SO_x), carbon monoxide (CO), and particulate matter (PM₁₀, and PM_{2.5}). Refer to Subsection 3.4 of the Project's AQIA (Technical Appendix A) for a description of the inputs and assumptions used to estimate the Project's construction-related air quality emissions.

For analytical purposes the Project was calculated as beginning construction in 2023, but will occur at an undetermined date. However, the emissions modeled in 2023 would not be exceeded and would likely be reduced as older and more polluting pieces of construction equipment are phased out of construction fleets and replaced with newer, less polluting equipment. The calculated maximum daily emissions associated with Project construction are presented in **Table 1**, Construction Emissions Summary. As shown in **Table 1**, emissions resulting from Project construction would not exceed the significance thresholds established by the SCAQMD for emissions of any criteria pollutant. Accordingly, the Project would not emit substantial concentrations of these pollutants during construction and would not contribute to an existing or projected air quality violation, on a direct or cumulatively considerable basis. Impacts associated with construction-related emissions of VOCs, NO_x, SO_x, CO, PM₁₀, and PM_{2.5} would be less than significant and mitigation is not required.

Table 1 – Construction-Related Emissions Summary (Unmitigated)

Year	Emissions (pounds per day)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Construction Activity						
Construction 2023 (Winter)	1.83	17.6	17.0	0.02	8.05	4.22
Construction 2024 (Winter)	24.6	15.9	16.0	0.02	7.96	4.14
Construction 2024 (Summer)	1.23	9.79	11.6	0.02	0.66	0.41
Maximum Daily Emissions	24.6	17.6	17.0	0.02	8.05	4.22
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

Impact Analysis for Operations-Related Emissions

Operational activities associated with the Project would emit VOCs, NO_x, SO_x, CO, PM₁₀, and PM_{2.5}. Operational emissions are expected from the following primary sources: area source emissions; energy source emissions; mobile source emissions. Refer to Subsection 3.5 of the Project's AQIA (**Appendix A**) for a description of the inputs and assumptions used to estimate the Project's operations-related air quality emissions.

The AQMD's California Emissions Estimator Model (CalEEMod) summer and winter emissions factors were used to derive emissions associated with the Project's operations-related activities, which vary by season. Colder weather typical increases NO_x and CO emissions due to cold engine starts and warming of catalytic converters to reach optimum operating conditions. Additionally, California has different

summer and winter gasoline blends which impacts emissions. Project's estimated operational source emissions are summarized in **Table 2**, Summary of Peak Operational Emissions. As shown on **Table 2** below, the Project's daily regional emissions from on-going operations would not exceed the SCAQMD thresholds of significance for emissions of any criteria pollutants. Therefore, the Project would not emit substantial concentrations of any criteria pollutants during long-term operation and would not contribute to an existing or projected air quality violation. Impacts would be less than significant.

Conclusion

Based on the foregoing analysis, the Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard. Impacts would be less than significant, and mitigation measures are not required.

Table 2 – Summary Of Peak Operational Emissions (Unmitigated)

	Emissions (pounds per day)					
	VOC/ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Operational Activities – Summer						
Area Source	0.93	0.02	2.00	<0.005	<0.005	<0.005
Energy Source	0.1	0.18	0.15	<0.005	0.01	0.01
Mobile	1.19	1.52	14.2	0.04	3.15	0.82
Total Maximum Daily Emissions	2.13	1.72	16.4	0.04	3.16	0.83
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No
Operational Activities – Winter						
Area Source	0.60	-	-	-	-	-
Energy Source	0.1	0.18	0.15	<0.005	0.01	0.01
Mobile	1.12	1.63	11.6	0.03	3.15	0.82
Total Maximum Daily Emissions	1.73	1.81	11.8	0.04	3.16	0.83
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

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

Less Than Significant Impact

Development projects have the potential to expose nearby sensitive receptors to air pollutant concentrations that affect human health. At the regional level, currently available scientific modeling does not allow for the correlation of air pollutant emissions from a single small development project like the proposed Project on 1.10 acres to adverse health effects across the entire SCAB, which is 10,743 square miles in size. Therefore, the following provides an analysis based on the applicable Localized Significance Thresholds (LSTs) established by the state and SCAQMD, an analysis of the Project's potential to result in or contribute to CO "hot spots," and an analysis of the Project's potential to result in human health hazards.

Localized Significance Thresholds

LSTs were developed in response to environmental justice and health concerns regarding exposure of individuals to criteria pollutants in local communities. To address the issue of localized significance, the SCAQMD adopted LSTs that show whether a project would cause or contribute to localized air quality impacts and thereby cause or contribute to potential localized adverse health effects. The analysis of the Project's potential localized air quality impacts makes use of methodology included in the SCAQMD Final Localized Significance Threshold Methodology (LST Methodology). The SCAQMD has established that impacts to air quality are significant if there is a potential to contribute or cause localized

exceedances of the federal and/or state ambient air quality standards (NAAQS/CAAQS), collectively referred to as LSTs. Please refer to Section 3.6 of the Project’s AQIA (**Appendix A**) for additional information related to the applicability of LSTs for the Project.

Sensitive Receptors LSTs represent the maximum emissions from a project that would not cause or contribute to an exceedance of the most stringent applicable NAAQS and CAAQS at the nearest residence or sensitive receptor. Receptors in the Project’s study area used for analytical purposes are described below. All distances are measured from the Project site boundary to the sensitive receptor outdoor living areas (e.g., backyards) or at the building façade, whichever is closer to the Project site. The selection of receptor locations is based on Federal Highway Administration (FHWA) guidelines and is consistent with additional guidance provided by Caltrans and the Federal Transit Administration (FTA). Table 3.5-1 Sensitive Receptor Locations in the Temescal Office Project Air Quality and Greenhouse Gas Technical Memorandum provided by KPC EHS Consultants discusses the following sensitive receptors.

- Location R1 represents a residence approximately 80 feet south of the Project site. R1 is placed in the private outdoor living areas (backyard) facing the Project site.
- Location R2 represents a residential mobile home park approximately 165 feet northeast of the Project site.
- Location R3 represents a residence approximately 45 feet north of the Project site. R3 is placed in the private outdoor living areas (backyard) facing the Project site.

The nearest sensitive receptor used for evaluation of localized impacts of PM₁₀ and PM_{2.5} is the existing residence located north of the Project site, represented by Location R3, approximately 45 feet (15 meters) north of the Project site. As such, a 15-meter distance was used to evaluate localized PM₁₀ and PM_{2.5} impacts. The LST Methodology explicitly states that “It is possible that a Project may have receptors closer than 25 meters. Projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters.” As such a 25-meter receptor distance was used for evaluation of localized NO_x and CO impacts. (KPC EHS, 2023) The nearest sensitive receptor used for evaluation of localized impacts of PM₁₀ and PM_{2.5} is the existing residence adjacent to the north of the Project site represented by Location R3, approximately 45 feet (15 meters) north of the Project site. As such, a 15-meter distance was used to evaluate localized PM₁₀ and PM_{2.5} impacts. The LST Methodology explicitly states that “It is possible that a project may have receptors closer than 25 meters. Projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters.” As such a 25-meter receptor distance was used for evaluation of localized NO_x and CO impacts.

Construction-Source Emissions LST Analysis

Localized Thresholds for Construction Activity

Because the Project’s construction activities would disturb fewer than 5 acres per day for site preparation and grading activities, the SCAQMD’s screening look-up tables are used in determining impacts. Consistent with SCAQMD guidance, the thresholds for the Project were calculated by interpolating the threshold values for the Project’s disturbed acreage, and are presented in **Table 3**, Maximum Daily Localized Construction Emissions Thresholds.

Table 3 – Maximum Daily Localized Construction Emissions Thresholds

Construction Activity	Construction Localized Thresholds (pounds/day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Grading	118	674	4	3

Impact Analysis for Construction-Related Localized Emissions

Table 4, Localized Construction-Related Emissions, identifies the localized impacts at the nearest applicable receptor locations in the vicinity of the Project site. As shown in **Table 4**, localized construction emissions would not exceed the applicable SCAQMD LSTs for emissions of any criteria pollutant. Accordingly, the Project's localized construction-related emissions would be less than significant at the nearest sensitive receptors.

Table 4 – Localized Construction-Related Emissions

Grading	Emissions (Pounds/Day)			
	NOx	CO	PM ₁₀	PM _{2.5}
Maximum Daily Emissions	12.6	11.9	3.73	2.13
SCAQMD Threshold	118	67.4	4	3
Threshold Exceeded?	No	No	No	No

Operations-Related Localized Emissions

According to the SCAQMD LST methodology, LSTs would apply to the operational phase of a project, if the project includes substantive stationary sources of emissions, or uses that attract mobile sources that may spend long periods queuing and idling at the site (e.g., industrial uses, transfer facilities, and warehouses). The Project does not propose or require uses that would constitute substantive stationary sources of emissions; or uses that attract mobile emissions sources that may spend long periods queuing and idling at the site. Accordingly, no operations-related emissions LST analysis is required.

CO “Hot Spot” Analysis

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

As more fully explained in Subsection 3.9 of the Project's AQIA (**Appendix A**), in 2003, a CO “hot spot” analysis was conducted for four busy intersections in Los Angeles at the peak morning and afternoon time periods, which did not predict any violation of CO standards. The results indicated that peak carbon monoxide concentrations in the SCAB were a result of unusual meteorological and topographical conditions and not a result of traffic volumes and congestion at a particular intersection. Therefore, even if the traffic volumes for the proposed Project were double or even triple the busiest intersection evaluated in the 2003 CO “hot spot” analysis, coupled with the ongoing improvements in ambient air quality, the Project would not be capable of resulting in a CO “hot spot” at any study area intersections.

The Project considered herein would generate approximately 890 total daily vehicle trips, with a total of approximately 77 AM trips and 96 PM trips and would not produce the volume of traffic required to generate or significantly contribute to a CO “hot spot” (as demonstrated by the Project's Trip Generation Summary, included as Technical Appendix A). For example, the existing 2022 average daily traffic volumes (ADT) on Temescal Canyon Road south of Dos Lagos Road is 15,375 ADT, which is far below the volumes that have the potential to produce a CO “hot spot.” Therefore, CO “hot spots” are not an environmental impact of concern for the Project. Localized air quality impacts related to mobile-source CO “hot spots” would therefore be less than significant.

Construction-Related Health Risk Impacts

The Project site is located within the South Coast Air Basin and is regulated by the South Coast Air Quality Management District (SCAQMD). Toxic air contaminant significance under CEQA is evaluated based on whether a project would generate emissions requiring preparation of a Health Risk Assessment pursuant to SCAQMD guidance. The land use with the greatest potential exposure to Project construction-related DPM emissions is the adjacent residence to the north, located approximately 45 feet from the boundary of the Project site. Additionally, another single-family residential home is located approximately 80 feet to the south of the Project site boundary.

Whenever a Project would require use of chemical compounds that have been identified in SCAQMD Rule 1401; placed on CARB's air toxics list pursuant to Assembly Bill 1807 (AB 1807), Air Contaminant Identification and Control Act (1983); or placed on the EPA's National Emissions Standards for Hazardous Air Pollutants, a health risk assessment (HRA) is required by the SCAQMD. Residential, commercial, and office uses do not use substantial quantities of TACs.

Guidance for conducting a Health Risk Assessment (HRA) typically includes the following Project types proposed for sites within the specified distance to an existing or planned (zoned) sensitive receptor land use must be evaluated:

- Any industrial project within 1,000 feet;
- A distribution center (40 or more trucks per day) within 1,000 feet;
- A major transportation project (50,000 or more vehicles per day) within 1,000 feet;
- A dry cleaner using perchloroethylene within 500 feet; and
- A gasoline dispensing facility within 300 feet.

Operations-Related Health Risk Impacts

According to the SCAQMD LST and Guidance for the performance of HRAs, LSTs would apply to the operational phase of a project, if the Project includes substantive stationary sources of emissions, or uses that attract mobile sources that may spend long periods queuing and idling at the site (e.g., industrial uses, transfer facilities, and warehouses). The Project does not propose or require uses that would constitute substantive stationary sources of emissions; or uses that attract mobile emissions sources that may spend long periods queuing and idling at the site. Accordingly, no operations-related emissions LST analysis is required.

As such, based on the report prepared by KPC EHS, Inc., impacts associated with construction and operation of the proposed Project do not warrant an HRA and impacts are considered less than significant.

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

Less Than Significant Impact

The Project's proposed land use (office) is not typically associated with emitting objectionable odors. Potential odor sources associated with the proposed Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities. However, standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction. In addition, the proposed Project would be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances, including the discharge of odorous emissions. Thus, construction-related odor emissions associated with the proposed Project would be less than significant.

Potential odor sources associated with the long-term operation of the proposed Project may result from the temporary storage of typical solid waste. Project-generated refuse is required to be stored in covered

containers and removed at regular intervals in compliance with current solid waste regulations. In addition, the proposed Project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances, including the discharge of odorous emissions. Therefore, odors and other emissions, such as those leading to odors, associated with operational activities of the proposed Project would be less than significant. No mitigation is required.

Mitigation

No mitigation is required.

Monitoring

No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Biological Resources Would the Project:				
7. Wildlife and Vegetation				
a) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect, either directly or through habitat modifications, on any endangered, or threatened species, as listed in Title 14 of the California Code of Regulations (Sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or 17.12)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U. S. Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or U. S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Source(s)

GIS database, WRCMSHCP, On-site Inspection, Biological Resources Western Riverside County Multiple Species Habitat Conservation Plan Consistency Report, Updated May 6, 2025, (Appendix B).

Findings of Fact

- a) **Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan?**

Less Than Significant Impact

MSHCP Section 6.1.5 Maintenance of Existing Habitat Conditions Prior to Reserve Assembly Activities Outside the Criteria Area

The Project site is located within the boundaries of the MSHCP and is within the Gavilan Habitat Management Unit. The site is not within a Criteria Cell, not within a Cell Group, and does not contain any Cores or Linkages.

Per Section 6.1.5, Proposed activities outside the Criteria Area shall be reviewed for consistency with the Protection of Species Associated with Riparian/Riverine Areas and Vernal Pool guidelines, the Protection of Narrow Endemic Plant Species guidelines, and the Additional Survey Needs and Procedures included in Section 6.1.2, 6.1.3, and 6.3.2, respectively.

WSP USA Environment & Infrastructure, Inc. (WSP) contracted for a habitat assessment and Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) consistency analysis for the Project site (**Appendix B**). A summary of applicable MSHCP species survey requirements for the Project site is provided below.

MSHCP Section 6.1.2 Protection of Species Associated With Riparian/Riverine Areas And Vernal Pools

No riparian/riverine habitat is present, and no evidence of flows was observed. An existing rock-fortified inlet, drain, and headwall, however, are located at the northeast corner of the site. No evidence of vernal pools (no vernal pool vegetation and no evidence of ponding) or fairy shrimp habitat (no evidence of ponding) was detected on-site. Despite the presence of this artificial drainage feature, no evidence of jurisdictional drainages, ordinary high-water marks, wetland or riparian vegetation, vernal pools, or any areas that would meet the definition of a riverine/riparian area, per the MSHCP, is present anywhere on-site. The area that could potentially drain into the drainage inlet is the Project site and potentially a portion of the property to the south. The drainage inlet would not capture drainage from the I-15 freeway. No current drainages were observed on-site.

MSHCP Section 6.1.3 Protection of Narrow Endemic Plant Species

The site is not within a Narrow Endemic Plant Survey Area. No focused surveys for Narrow Endemic Plant Species are required. Mitigation for impacts to MSHCP resources is anticipated to include payment of the standard MSHCP development mitigation fee.

MSHCP Section 6.1.4 Guidelines Pertaining To The Urban/Wildlands Interface

The MSHCP Urban/Wildlands Interface guidelines address the potential for new urban development to adversely affect adjacent or nearby biological resources and MSHCP Conservation Areas through indirect effects such as stormwater runoff, invasive species introduction, artificial lighting, noise, generation of toxics, and intrusion by domestic predators. The

following analysis evaluates the Project's consistency with these biological resource protection guidelines.

The Project site is not located within a wildland/urban interface area and is not a wildlife corridor. The site is a heavily disturbed lot with development surrounding the property, and does not exhibit evidence of abundant wildlife. The site is characterized by weedy, non-native, and/or invasive plant species and is surrounded by existing development.

Storm Water Runoff

Since the Project site is located within the vicinity of Temescal Creek, which is within an MSHCP Conservation Area, stormwater runoff from the site should be treated before flows exit the site. Accordingly, the Project would implement Low Impact Development (LID) best management practices, including a Continuous Deflective Separation (CDS) pretreatment unit and underground storage/infiltration facilities, to treat runoff from rooftop, paved, and landscaped areas prior to discharge. During larger storm events that exceed the system's capacity, overflow runoff would discharge to the existing Temescal Canyon Road storm drain system.

Invasive Species

The use of invasive, non-native plant species listed in MSHCP Table 6-2 should be avoided when designing the landscaping for the Project following construction. This requirement is consistent with the MSHCP Urban/Wildlands Interface Guidelines and does not constitute mitigation under CEQA.

Best Management Practices

- **Toxics:** Land uses proposed in proximity to the MSHCP Conservation Area that use chemicals or generate bioproducts that are potentially toxic or may adversely affect wildlife species, habitat, or water quality are required to ensure that application of such chemicals does not result in discharge to the MSHCP Conservation Area. As noted above, construction activities would not involve the use of potentially toxic substances, and long-term operations would be subject to compliance with the Project's Water Quality Management Plan (WQMP), both of which would preclude the discharge of toxics from the Project site that could adversely affect the MSHCP Conservation Area. As such, the Project would not conflict with the MSHCP provisions related to toxics, and impacts would be less than significant.
- **Lighting:** Night lighting is required to be directed away from adjacent areas to protect ambient lighting conditions and species within the MSHCP Conservation Area from direct night lighting. Under long-term operating conditions, future development on site would be subject to compliance with Riverside County Ordinance No. 915 (Regulating Outdoor Lighting). In particular, Section 5 of Riverside County Ordinance No. 915 requires that "[a]ll outdoor luminaires in shall [sic] be located, adequately shielded, and directed such that no direct light falls outside the parcel of origin, or onto the public right-of-way." All future building permit applications would be required to comply with Riverside County Ordinance No. 915, which would ensure that long-term operational lighting does not adversely affect the MSHCP Conservation Area. Under long-term conditions, the Project would not conflict with the lighting provisions of MSHCP Section 6.1.4.
- **Noise:** The MSHCP requires that proposed noise-generating land uses affecting the MSHCP Conservation Area shall incorporate setbacks, berms, or walls to minimize the effects of noise on MSHCP Conservation Area resources pursuant to applicable rules, regulations, and guidelines related to land use noise standards. For planning purposes, wildlife within the MSHCP Conservation Area should not be subject to noise that would exceed commercial noise standards. The Project is an office building located east of the region's transportation corridor and east of Temescal Canyon Road. Because the site is not located within an MSHCP Cell Group or a Criteria Cell, and the site does not propose any significant increase in noise

emissions sources for the area, impacts with relation to construction- and operations-related noise are considered to be less than significant.

- **Invasives:** MSHCP Section 6.1.4 requires that landscape plans for residential, commercial, and mixed development avoid the use of invasive species for the portions of the development areas adjacent to open space areas east and northeast of the Project site. Invasive plants that should be avoided are included in Table 6-2 of the MSHCP, Plants That Should Be Avoided Adjacent to the MSHCP Conservation Area. Based on the Project's conceptual landscape plans included as part of the Project's Plot Plan application materials, none of the plant species Section 6.3.2 – Additional Survey Needs and Procedures

Criteria Area Plan Species

The Project site is not within a Criteria Area Species Survey Area.

Amphibians

The Project site is not within an amphibian survey area.

Burrowing Owl

Although California ground squirrels (*Otospermophilus beecheyi*) and their burrows were observed on-site, no burrowing owls or sign thereof (e.g., whitewash, pellets, feathers, prints, burrow adornments) or potential surrogate burrows (e.g., drainpipes, rubble) were detected suitable for burrowing owls.

Although the site is not within a required focused survey area for the burrowing owl, and no sign of burrowing owl (e.g., whitewash, pellets, feathers, prints, burrow adornments) was observed, California ground squirrels and their burrows, which are potentially suitable for the burrowing owl, were detected; the site remains otherwise potentially suitable for this species.

To ensure no potential take of burrowing owl occurs as a result of Project implementation, a preconstruction (take avoidance) survey is warranted and recommended immediately prior to scheduled initial site clearance, vegetation removal, and/or grading.

If initial site clearance, vegetation removal, and/or grading are conducted during the nesting season (February 1 – August 31) for bird species protected by the Migratory Bird Treaty Act (MBTA), a nesting bird clearance survey is also warranted and recommended to prevent unpermitted take of nesting native bird species. The preconstruction (take-avoidance) survey for burrowing owl and nesting bird clearance can be conducted concurrently. Avoidance of initial Project site clearance, vegetation removal, and/or grading during the nesting season generally negates the need to conduct a nesting bird clearance survey. Avoidance of the nesting season, however, does not negate the need for a preconstruction (take-avoidance) clearance survey for burrowing owls. No other surveys, conservation measures, or mitigation are anticipated to be required. A Determination of Biological Equivalent or Superior Preservation (DBESP) report will not be necessary.

Mammals

The Project site is not within a designated mammal survey area.

Delhi Sands Flower-Loving Fly

The Project site is not within a designated Delhi sand flower-loving fly survey area. No aeolian soil suitable for the Delhi sands flower-loving fly is present on-site.

Other Species Evaluated (Crotch's Bumblebee)

An additional survey was conducted on April 25, 2025, to assess the potential for Crotch's bumblebee (*Bombus crotchii*) (a CDFW candidate species). The survey was conducted during the spring blooming

period to determine the availability of suitable nectar plants for the Crotch's bumblebee. The survey determined that the site is highly disturbed, and the dominant flowering plants include short-podded mustard (*Hirschfeldia incana*) and red-stemmed filaree (*Erodium cicutarium*), which are not suitable for nectar. There was a small patch of common fiddleneck (*Amsinckia intermedia*) observed, which is a potential nectar plant, but it was not extensive enough to support a Crotch's bumblebee population. The habitat assessment determined that the site is unsuitable for Crotch's bumblebee, and protocol surveys are not recommended.

Conclusion

Based on the preceding analysis, the Project would not conflict with the provisions of an adopted Habitat Conservation Plan, a Natural Conservation Community Plan, or other approved local, regional, or state conservation plan, and impacts would be less than significant.

- b) Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any endangered, or threatened species, as listed in Title 14 of the California Code of Regulations (Sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or 17.12)?**

Less Than Significant Impact

The list of species designated by the Fish and Game Commission as endangered, threatened, or rare is contained in the California Code of Regulations, Title 14, Section 670.2. No native habitat types are present on the site and no listed species (currently protected by state or federal endangered species acts) are expected to occur due to absence of suitable habitat. The Project site consists of a disturbed, previously cleared parcel that does not support suitable habitat for State- or federally-listed species. Thus, direct impacts would be less than significant.

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

Less Than Significant Impact with Mitigation Incorporated

While the Project site is largely disturbed and does not support native habitat suitable for most special status species, the presence of California ground squirrel (*Otospermophilus beecheyi*) burrows on-site creates conditions that could potentially support Burrowing Owl (*Athene cunicularia*), a species of special concern under the MSHCP and CDFW. Although no burrowing owls or associated sign — including whitewash, pellets, feathers, prints, or burrow adornments — were detected during biological surveys conducted by WSP, the presence of potentially suitable surrogate burrows means the site cannot be conclusively cleared without preconstruction take-avoidance surveys. While the site contains potentially suitable burrows, no BUOW or sign thereof were detected during the survey; however, out of an abundance of caution and to ensure MSHCP compliance, preconstruction surveys are required. Therefore, with the implementation of Mitigation Measures **MM BIO-1** and **MM BIO-2**, the Project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Wildlife Service, and impacts are less than significant.

- d) **Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?**

Less Than Significant Impact

The Project site does not have any wildlife corridor value. Wildlife movement corridors in Western Riverside County are addressed by the conservation requirements specified in the Western Riverside County MSHCP, and the Project site is not identified for conservation or designated as a wildlife movement corridor as part of the MSHCP. Accordingly, the Project site is not considered to be a wildlife movement corridor. Further, the site is surrounded by existing development (adjacent commercial buildings and structures, paved parking lots, paved driveways and roads, and the adjacent I-15 transportation corridor) and is not located within any known or previously identified wildlife corridor. Thus, any impacts to wildlife movement as a result of the Project would be less than significant.

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

No Impact

The Project site is currently a disturbed vacant, undeveloped property. The Project site does not contain riparian habitats, sensitive natural communities, or wetlands protected under local or regional policies and regulations. Additionally, the analysis presented herein under the discussion of potential impacts to Hydrology and Water Quality (refer specifically to Threshold 23.a) demonstrates that during both construction and long-term operation, the Project would not result in indirect water quality impacts affecting downstream riparian habitat.

Specifically, during construction, the Project Applicant would be required to prepare and implement a Storm Water Pollution Prevention Plan (SWPPP), which would ensure that Best Management Practices (BMPs) are implemented during construction activities to ensure that all potential pollutants of concern are prevented, minimized, and/or otherwise appropriately treated prior to being discharged from the subject property. Under long-term operating conditions, drainage would be controlled by the Project's storm drainage system, including proposed Modular Wetlands Linear Systems (MWLS), which have been designed to treat pollutants of concern from Project site runoff.

Additionally, under long-term operations, the Project would be subject to compliance with the Project's WQMP (refer to **Appendix G**), which identifies structural controls (including the proposed CDS hydrodynamic separator for pre-treatment and underground detention/infiltration BMP (Contech), which have been designed to treat pollutants of concern from Project site runoff and operational source control measures appropriate for office uses (such as inlet marking, landscape and outdoor pesticide management, refuse area controls, and routine sweeping of plazas, sidewalks, and parking areas). These structural and operational measures would control and treat stormwater runoff prior to discharge from the Project site. These measures represent standard regulatory compliance and avoidance requirements and would ensure that the Project does not result in direct or indirect impacts to riparian habitat or other sensitive natural communities.

Accordingly, the Project would not result in any direct or indirect impacts to riparian habitat or other sensitive natural communities, and no impact would occur.

- f) **Would the Project have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

Less Than Significant Impact

The Project site is currently a disturbed, vacant, and undeveloped property. A site assessment was conducted by WSP to evaluate the presence of waters or wetlands potentially subject to the jurisdiction of the United States Army Corps of Engineers (USACE), the Regional Water Quality Control Board (RWQCB), and/or the California Department of Fish and Wildlife (CDFW).

The site exhibits a natural, gentle swale that occurs at the lower elevational portions of the site and appears to gradually slope toward an existing rock-lined inlet drain located at the northeastern corner of the site (Appendix B, Photos 5-6). Although this swale and associated drainage inlet are present, no evidence of any Ordinary High Water Marks (OHWM) as established by USACE, and no definable bed and bank features as established by CDFW, were observed on-site. No sediment or vegetation change associated with hydrology was detected, and no isolated wetland areas occur on the site. The dominant vegetation consists of weedy, non-native, and invasive plant species, with no riparian or wetland vegetation observed within or adjacent to the swale feature.

While the topographic swale and inlet drain are present on-site, the lack of an OHWM, definable bed and bank, wetland vegetation, or any other indicators of jurisdictional features demonstrates that the swale does not meet the regulatory definition of a protected water or wetland under USACE, RWQCB, or CDFW jurisdiction. Therefore, the Project would not result in a substantial adverse effect on State or federally protected wetlands through direct removal, filling, hydrological interruption, or other means, and impacts are less than significant.

- g) **Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

Less Than Significant Impact With Mitigation Incorporated

The Riverside County Oak Tree Management Guidelines defines “Oak Woodland” as follows: “An area of natural vegetation that includes at least one oak tree and associated understory. An area of oak woodland can be many acres in extent or as small as a single tree.”¹ As shown on **Figure 8**, Location of Coast Live Oak, below, there is one Coast Live Oak (*Quercus agrifolia*) on the Project site. Because the tree would be removed from the site, a significant impact would occur due to conflict with the County’s Oak Tree Management Guidelines. However, the Project would replace this tree with new trees in compliance with the County’s Oak Tree Management Guidelines at a ratio to be determined through the Oak Tree Mitigation and Monitoring Plan in consultation with EPD.

Therefore, with the implementation of mitigation measure **MM BIO-3** the Project would not conflict with any local policies or ordinances protecting biological resources and impacts are less than significant.

Mitigation

BIO-1 Burrowing Owl Preconstruction Survey. A preconstruction burrowing owl survey will be completed by a qualified biologist within 14 days of construction start. Additional clearance surveys must be conducted within 3 days prior to any new staging, vegetation removal, ground disturbance or grading. If it is determined that burrowing owls are nesting or utilizing the site, work must cease and a burrowing owl impact avoidance, minimization, and mitigation plan consistent with 2006 Burrowing Owl Survey Instructions for the WR-MSHCP and most updated MSHCP DBESP Template and will be submitted to the County, and CDFW for approval prior to grading permits being issued. The plan will identify burrowing owl habitat that is being disturbed,

1 <https://planning.rctlma.org/riverside-county-oak-tree-management-guidelines>

avoidance measures including construction buffer. Consultation with CDFW will be required if relocation of any burrowing owl is necessary.

BIO-2 Nesting Birds Preconstruction Survey. If work occurs within nesting bird season (February 1 to August 30), a qualified biologist will be required to conduct a pre-construction nesting bird survey within 3 days of any staging, vegetation removal, ground disturbance or grading. The survey will include the entire Project area and surrounding 500ft where accessible. If any portion of the survey area is inaccessible, surveys will be conducted with binoculars and audio cues. If any active nests are found, a plan that establishes construction buffers and monitoring efforts will be submitted to the County, CDFW and USFWS for review and approval prior to grading permits being issued.

BIO-3 Oak Tree Replacement. Prior to issuance of a grading permit, EPD shall be provided with an Oak Tree Mitigation and Monitoring Plan to mitigate for the impacts to the on-site oak tree detailed in the Biological Resources and Western Riverside County Multiple Species Habitat Conservation Plan Consistency Report on June 6, 2025 written by WSP USA Environment & Infrastructure, Inc. The MMP shall detail where and how mitigation for the removed oak tree will be accomplished, as well as a plan for how the mitigation will be monitored to determine success. The Mitigation and Monitoring Plan shall include all of the following information:

- The locations of all oak trees being preserved on-site
- The locations of all oak tree(s) being removed as part of the project
- The locations of mitigation planting areas
- Proposed oak tree replacement ratio to be determined in consultation with EPD
- Size and species of oak tree(s) being removed
- Size and species of oak trees being planted
- Proposed long-term maintenance and monitoring strategy for planted oak trees
- Discussion of expected survival rate and success criteria for mitigation

Monitoring

Monitoring by EPD.

Figure 8: Location of Coast Live Oak



	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
CULTURAL RESOURCES Would the Project:				
8. Historic Resources				
a) Alter or destroy a historic site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of a historical resource, pursuant to California Code of Regulations, Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s)

On-site Inspection, Project Application Materials, Cultural Resources Assessment, WSP, January 2024 (Appendix C).

Findings of Fact

a) Would the Project alter or destroy a historic site?

Less than Significant Impact with Mitigation Incorporated

WSP conducted an in-person records search at the Eastern Information Center (EIC) of the California Historical Resources Information System (CHRIS), located at the University of California, Riverside, on July 3, 2023. The records search included the Project area and a 1-mile buffer to identify previous studies and previously recorded resources in the vicinity of the Project area. Additionally, resources from high concentration areas just beyond the buffer, including Olsen Canyon, were taken to illustrate a clearer picture of the Valley's past. Within 1 mile of the project area, 46 previous cultural resources studies were identified, none of which affected the Project area.

Much of the surface has been previously disturbed. A modern drainage feature in the northeast corner of the Project site and a second rock drainage in the southwest corner were inspected for cultural resources. The western site boundary, near Interstate 15, had also been previously cut on a 1:1 slope. Small granite boulders were observed throughout the property, with a higher concentration along the western slope; however, no surface-level boulders showed any evidence of modification from grinding or pecking, as is seen on boulders associated with milling sites in the area. No historic resources were found.

Though the Project is located in an area of recent development, the site has not seen significant impacts or improvements and has a high potential for intact cultural resource deposits below surface. Therefore, implementation of mitigation measures CUL-1 and CUL-2 shall apply.

b) Would the Project cause a substantial adverse change in the significance of a historical resource, pursuant to California Code of Regulations, Section 15064.5?

Less than Significant Impact.

As defined by Public Resources Code (PRC) §5020.1(j), a "historical resource" encompasses, but is not limited to, any object, building, site, area, place, record, or manuscript that holds historical or archaeological significance, or bears importance in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural history of California. More specifically, the CEQA Guidelines indicate that the term "historical resources" includes any such resources that are listed or deemed eligible for listing in the California Register of Historical Resources, included in a local register of historical resources, or determined to be historically significant by the lead agency (Title 14 CCR §15064.5(a)(1)-(3)). The CEQA Guidelines further specify that, for the evaluation of historical significance, "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” (Title 14 CCR §15064.5(a)(3)).

1. Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage.
2. Is associated with the lives of persons important in our past.
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
4. Has yielded, or may be likely to yield, information important in prehistory or history. (PRC §5024.1(c)).

As described above, the Project site does not have any existing resources, and the site itself does not satisfy any of the criteria for a historic resource defined in §15064.5 of the CEQA Guidelines. The Project site is not listed with the State Office of Historic Preservation or the National Register of Historic Places. Based on available evidence, the Project will not cause a substantial adverse change in the significance of a historical resource, pursuant to California Code of Regulations §15064.5. Any impacts will be less than significant. Please note that subsurface cultural resources may qualify as “historic” resources and are discussed under Section 9, Archaeological Resources, below.

Mitigation

CUL-1 PDA 8473 Accepted. County Archaeological Report (PDA) No. 8473 submitted for this project (PPT230008) was prepared by WSP and is entitled: “Cultural Resources Assessment of a 1.1-acre Parcel, Assessor's Parcel Number 282-121-011, Riverside County, California”, dated March 17, 2025. PDA concludes: The Temescal Valley is an area of historical significance in pre- and post-contact times. Four major Native American cultural groups have ancestral ties to the area and the project is located between several important transportation routes through historical and modern times. One previously recorded, a single flake, may have been located and collected on or near the project area in a disturbed context, and the project is located in an area of previous fluvial action, increasing the potential for additional subsurface resources in the area. Though the project is located in an area of recent development, the site has not seen significant impacts or improvements and has a high potential for intact cultural resource deposits below surface. Therefore, it is recommended that a qualified archaeological monitor, working under the direction of a Secretary of the Interior qualified archaeologist, be present for all ground disturbing activities within the project area. In the event that cultural resources area encountered, ground disturbance in the area shall be diverted to allow for the find to be evaluated. Should human remains or Native American funerary objects be discovered, all ground disturbing activities shall cease and the Riverside County Coroner shall be contacted, pursuant to California State Health and Safety Code §7050.5. If the remains are determined by the Coroner to be Native American in origin, the Native American Heritage Commission will be notified to determine the Most Likely Descendant (MLD) and the MLD will arrange for appropriate reinternment with the lead agency and project proponent. These documents are herein incorporated as a part of the record for project.

CUL-2 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 applicant 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 (or other appropriate ethnic/cultural group 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.

** If not already employed by the project developer, a County approved archaeologist 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.

Monitoring

Yes.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
ARCHAEOLOGICAL RESOURCES Would the Project:				
9. Archaeological Resources				
a) Alter or destroy an archaeological site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource, pursuant to California Code of Regulations, Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Source(s)

On-Site Inspection, Project Application Materials, Cultural Resources Assessment, WSP USA Environment & Infrastructure, Inc. (WSP), January 2024 (**Appendix C**).

Findings of Fact

a) Would the Project alter or destroy an archeological site?

Less Than Significant with Mitigation Incorporated

Within 1 mile of the project area, 46 previous cultural resources studies were identified, none of which affected the Project area. The Project site is currently a disturbed, undeveloped property with no apparent history of development. However, the Temescal Valley is an area of historical significance in pre- and post-contact times. Although the Project is located in an area of recent development, the site has not seen significant impacts or improvements and has a high potential for intact cultural resource deposits below the surface. Therefore, **Mitigation Measures MM CUL-5 through MM CUL-7** are required.

b) Would the Project cause a substantial adverse change in the significance of an archeological resource as defined in California Code of Regulations, Section 15064.5?

Less Than Significant Impact with Mitigation Incorporated

As indicated under Threshold 9.a), although the Project is located in an area of recent development, the site has not seen significant impacts or improvements and has a high potential for intact cultural

resource deposits below the surface. Therefore, **Mitigation Measures MM CUL-5 through MM CUL-7** are required.

c) Would the Project disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant Impact with Mitigation Incorporated

If human remains are unearthed during Project construction, the construction contractor would be required by law to comply with California Health and Safety Code §7050.5, "Disturbance of Human Remains." According to §7050.5(b) and (c), if human remains are discovered, the County Coroner must be contacted and if the Coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, the Coroner is required to contact the Native American Heritage Commission (NAHC) by telephone within 24 hours. Pursuant to California Public Resources Code §5097.98, whenever the NAHC receives notification of a discovery of Native American human remains from a county coroner, the NAHC is required to immediately notify those persons it believes to be most likely descended from the deceased Native American. The descendants may, with the permission of the owner of the land, or his or her authorized representative, inspect the site of the discovery of the Native American human remains and may recommend to the owner or the person responsible for the excavation work means for treatment or disposition, with appropriate dignity, of the human remains and any associated grave goods. The descendants shall complete their inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. With mandatory compliance with California Health and Safety Code §7050.5 and California Public Resources Code §5097 et seq. and the incorporation of **Mitigation Measures CUL-3 and CUL-4**, the proposed Project would not physically disturb any human remains in an adverse manner; therefore, impacts would be less than significant.

Mitigation

CUL-3 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.

CUL-4 ECS Sheet Resource Reburial Area. 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 that will be used, if needed, for reburial of any artifacts that have been identified during grading and cannot be avoided. This area will be protected and not disturbed in the future. This is confidential information and the exact nature of this area will not be called out on the grading plans.

CUL-5. 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 that addresses the details of all activities and provides procedures that must be followed in order to reduce the impacts to cultural and historic resources to a level that is less than significant as well as address potential impacts to undiscovered buried archaeological resources associated with this project. A fully executed copy of the contract and a wet-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 frequency and location of inspections will be determined by the Project Archaeologist.

CUL-6 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 methods. 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.

CUL-7 Phase IV Monitoring Report. Prior to Grading Permit Final Inspection, a Phase IV Cultural Resources Monitoring Report shall be submitted that complies with the Riverside County Planning Department’s requirements for such reports for all ground disturbing activities associated with this grading permit. The report shall follow the County of Riverside Planning Department Cultural Resources (Archaeological) Investigations Standard Scopes of Work posted on the TLMA website. The report shall include results of any feature relocation or residue analysis required as well as evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting and evidence that any artifacts have been treated in accordance to procedures stipulated in the Cultural Resources Monitoring Plan. The report will also include the Tribal Monitoring notes as a confidential appendix.

Monitoring

Archaeological and Native American Monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
ENERGY Would the Project:				
10. Energy Impacts				
a) Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a State or Local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s)

Riverside County General Plan, Riverside County Climate Action Plan (“CAP”), Project Application Materials (KPC EHS, LLC Technical Memorandum September 14, 2023. Revised December 8, 2025.)

To evaluate the potential for the proposed Project to result in significant energy impacts, a site specific Energy Memorandum entitled, EPC 23-23 Temescal Canyon Office Project Energy Technical Memorandum, and dated September 14, 2023, Revised December 8, 2025, was prepared for the Project by KPC EHS Consultants, LLC, and is included as Initial Study Technical Appendix D. (KPC EHS Consultants, LLC, 2023, revised 2025)

Findings of Fact

- a) **Would the Project result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?**

Less Than Significant Impact

Project implementation would convert the Project site from its existing condition as a vacant, undeveloped lot to a commercial office building located on 1.1 gross acres. This change in the site’s land use would increase the site’s demand for energy. The Energy Analysis was prepared for the Project by KPC EHS, LLC to quantify anticipated energy usage associated with the construction and operation of the proposed Project, and to determine if the usage amounts are efficient, typical, or wasteful for the land use type, and identify any potential methods of avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy. For purposes of this analysis, Project energy usage was evaluated relative to comparable office developments of similar size and intensity in Riverside County and Southern California, as well as against applicable state energy efficiency standards, including Title 24 and CALGreen. Refer to Section 2 of the Project’s Energy Analysis (Technical Appendix D) for an overview of the existing energy conditions in the Project region, and refer to Subsection 4.2 of the Energy Analysis for a discussion of the methodology used to estimate the Project’s energy demands.

Construction-Related Energy Demands

Construction of the Project would require the use of fuel and electric powered equipment and vehicles for construction activities. The majority of activities would use fuel powered equipment and vehicles that would consume gasoline or diesel fuel. Heavy construction equipment (e.g., dozers, graders, backhoes, dump trucks) would be diesel powered, while smaller construction vehicles, such as pick-up trucks and personal vehicles used by workers, would be gasoline powered. The majority of electricity use would be from power tools. The anticipated construction schedule using the California Emissions Estimator Model (CalEEMod) defaults assumes the Project would be built in approximately 11 months. The consumption of energy would be temporary in nature and would not represent a significant demand on available supplies. There are no unusual characteristics that would necessitate the use of fuel or electricity that would be less energy efficient than at comparable construction sites in the region or the state.

Starting in 2014, the California Air Resources Board (CARB) adopted the nation’s first regulation aimed at cleaning up off-road construction equipment such as bulldozers, graders, and backhoes. These requirements ensure fleets gradually turn over the oldest and dirtiest equipment to newer, cleaner models and prevent fleets from adding older, dirtier equipment. As such, the equipment used for Project construction would conform to CARB regulations and California emissions standards as fuel efficiencies gradually rise. It should also be noted that there are no unusual Project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities; or equipment that would not conform to current emissions standards (and

related fuel efficiencies). Equipment employed in construction of the Project would therefore not result in inefficient, wasteful, or unnecessary consumption of fuel.

In addition, as required by state law, idling time of construction vehicles is limited to no more than 5 minutes, thereby minimizing, or eliminating unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Equipment employed in construction of the Project would therefore not result in inefficient, wasteful, or unnecessary consumption of fuel.

According to Table 2.2-1 Construction Equipment Fuel Demands, in the Technical Memorandum by KPC EHS, the total construction equipment fuel demands are estimated to be approximately 17,370 gallons of diesel fuel. Table 2.2-2 presents estimated Project construction worker and vendor trip fuel demand calculations based on CalEEMod defaults and schedule. The one-way trips per day were multiplied by the CalEEMod miles per trip and the number of days per phase to get the total number of miles. The total miles were then divided by the average fuel use in miles per gallon (MPG) to arrive at the fuel demands for worker and vendor trips. As indicated within the technical memorandum, the total equipment fuel demand is estimated to be 2,747 gallons.

Riverside County annual fuel demand for gasoline and diesel was estimated at 615.4 million gallons of gasoline and 341.1 million gallons of diesel per year using EMFAC2025. The estimated Project's construction fuel consumption of gasoline at 2,747 gallons and diesel at 17,370 gallons equates to 0.0004 percent of gasoline and 0.0051 percent of diesel consumed annually in Riverside County and as such the Project's construction fuel consumption is nominal and does not indicate wasteful, inefficient, or unnecessary consumption of fuel resources.

Operations-Related Energy Demands

Energy consumption in support of or related to Project operations would include transportation fuel demands (fuel consumed by passenger car and truck vehicles accessing the Project site), fuel demands from operational equipment, and facilities energy demands (energy consumed by building operations and site maintenance activities).

During operations the Project would generate demand for electricity and natural gas, as well as fuels (gasoline and diesel) for motor vehicle trips. Operational use of energy includes heating, ventilation, air conditioning, lighting, water heating, operation of electrical systems, and plug-in appliances within buildings and parking lot. These uses of energy are typical for urban development, and no operational activities or land uses would occur that would result in extraordinary energy consumption.

Transportation Energy Demands

The operations-related vehicle trips fuel usage was calculated using the CalEEMod data Table 5.9.1 (Appendix A) for annual vehicle miles traveled, which determined that operation of the proposed Project would generate 1,216,764 vehicle miles traveled per year. The calculated total operational miles were then divided by the average rates of 31.51 miles per gallon for automobiles, which was calculated through use of the EMFAC2022 model and based on the year 2024. Based on this information, the operation of automobiles related to the Project would consume 38,615 gallons per year.

Facility Energy Demands

Project facility operational energy demands are estimated to be 431,056 kWh/year of electricity, which would be supplied by Southern California Edison (SCE). The parking structure was estimated to require 55,714 kWh/year, and the parking lot was estimated to require 13,737 kWh/year for a total Project energy utilization of approximately 500,507 kWh/year of electricity.

As proposed, the Project's building operation would require approximately 681,721 kBtu/year of natural gas, with none required for the parking structure or parking lot areas. The Project Applicant proposes conventional commercial uses reflecting contemporary energy efficient and energy conserving designs and operational programs consistent with California Building Standards Code, Title 24, which would

ensure that the Project's energy demands would not be considered inefficient, wasteful, or otherwise unnecessary.

According to the California Energy Commission, Riverside County consumed 13,541 MM Therms of natural gas per year in 2024. The Project's estimated 681,721 kWh per year of electricity use would be less than 0.001 percent of the overall natural gas use for the County and would not indicate wasteful, inefficient, or unnecessary consumption of energy resources.

The Project does not propose uses that are inherently energy intensive, and energy demands would be comparable to other office uses of similar scale and configuration. The Project site has been planned for general commercial land uses by the County's General Plan, and the TCAP and the energy demands of the Project can be accommodated within the context of available resources and energy delivery systems. Therefore, the Project would not cause or result in the need for additional energy producing or transmission facilities that would be considered inefficient, wasteful, or otherwise unnecessary.

Conclusion – Project Energy Demands

As supported by the preceding analyses and the technical memorandum provided by KPC EHS, LLC, Project construction and operations would not result in the inefficient, wasteful, or unnecessary consumption of energy. The Project would therefore not cause or result in the need for additional energy producing or transmission facilities. The Project would not engage in wasteful or inefficient uses of energy and aims to achieve energy conservation goals within the state. Impacts would be less than significant.

b) Would the Project conflict with a State or Local plan for renewable energy or energy conservation?

Less Than Significant Impact

Federal and state agencies regulate energy use and consumption through various means and programs. On the federal level, the United States Department of Transportation, the United States Department of Energy, and the United States Environmental Protection Agency have substantial influence over energy policies and programs. On the state level, the Public Utilities Commission (PUC) and the California Energy Commissions (CEC) have authority over different aspects of energy.

The Riverside County Climate Action Plan Update (CAP, 2019) is designed to reduce GHG emissions associated with developed land use 15 percent below baseline levels by 2020. The CAP summarizes various state and local policies that will contribute to reduced GHG emissions in Riverside County by the year 2020 and beyond. Some of these policies include updated building codes for energy efficiency, the low carbon fuel standard, Pavley (California Assembly Bill) vehicle emissions standards, and the Renewable Portfolio Standards for utility companies. As noted in the CAP Update, policies to reduce GHG emissions often overlap with policies addressing energy conservation, reduced automobile use, water conservation, and many other issues.

The proposed Project has been designed in compliance with California's Energy Efficiency Standards and 2022 CALGreen Standards. These measures include but are not limited to the use of water-conserving plumbing, LED lighting, and water-efficient irrigation systems. The Project seeks to comply with all applicable state standards for energy efficiency; therefore, the Project does not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Impacts would be less than significant.

Mitigation

No mitigation is required.

Monitoring

No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
GEOLOGY AND SOILS Would the Project directly or indirectly:				
11. Alquist-Priolo Earthquake Fault Zone or County Fault Hazard Zones				
a) Be subject to rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s)

Riverside County General Plan (revised December 2016), Safety Element, Figure S-2 “Earthquake Fault Study Zones,” GIS database, Geologist Comments, Geotechnical and Infiltration Evaluation, GeoTek, Inc. March 2023

Findings of Fact

- a) **Would the Project be subject to rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?**

Less Than Significant Impact

According to California DOC Earthquake Zone Map (Department of Conservation Map Server (ca.gov)), the Project site is not located within an “Alquist-Priolo” fault hazard zone. The Project would not be considered subject to surface rupture as a result of a known earthquake fault.

In addition, Riverside County Planning Department approved County Geologic Report No. GEO250033 for Planning purposes for the Project (PPT230008). The approved County Geologic Report, which incorporates the Updated Preliminary Geotechnical Interpretive Report prepared by Earth Strata Geotechnical Consultant Services, Inc. (July 29, 2025) and the Response to County review comments (October 24, 2025), concludes that the Project site is suitable for the proposed development from a geotechnical and engineering geologic standpoint, provided the recommendations therein are incorporated into project design and implemented during construction. The County Geologic Report does not identify any Alquist-Priolo Earthquake Fault Zones or other known fault traces traversing the Project site. Accordingly, the Project would not be subject to surface fault rupture, and impacts related to fault rupture hazards would be less than significant.

Mitigation

No mitigation is required.

Monitoring

No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
GEOLOGY AND SOILS Would the Project directly or indirectly:				
12. Liquefaction Potential Zone				
a) Be subject to seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s)

Riverside County General Plan (Amended 6/25/2024), Safety Element, Figure 2, “Liquefaction,” Feasibility Report for Seepage Pits, Earth Strata Inc., August 24, 2024 (**Appendix F**).

Findings of Fact

a) Would the Project be subject to seismic-related ground failure, including liquefaction?

Less Than Significant Impact

Liquefaction is the loss of strength and stiffness in soils due to buildup of pore water pressure when subject to cyclic or monotonic loading such as those during seismically induced ground shaking. According to the GeoTek Investigation dated March 4, 2023, groundwater was not located within 52 feet below surface grade. According to the Riverside Western Municipal Water District Office, groundwater records from nearby wells indicate that the groundwater level is more than 100 feet below the ground surface. Based on the dense nature of the underlying soils and the depth to groundwater, the potential for liquefaction on the Project site was concluded to be remote. The GeoTek investigation did identify that the site is located with a State of California Liquefaction Seismic Hazard Zone. However, due to the geologic materials, excessive differential settlements are not expected to occur on the Project site.

Based on the GeoTek report, seismically induced settlement calculations were performed using SPT blowcounts collected from the exploratory borings and the method by Tokimatsu and Seed (1987). The results indicated that the seismically induced dry settlement on the site, subsequent to the recommended grading, will be approximately 0.24 inches. This is considered to be negligible and well within the tolerance of a well-designed structure. As such, impacts are considered to be less than significant.

Mitigation

No Mitigation measures are required.

Monitoring

No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

GEOLOGY AND SOILS Would the Project directly or indirectly:

13. Ground-Shaking Zone

a) Be subject to strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
---	--------------------------	--------------------------	-------------------------------------	--------------------------

Source(s)

Geotechnical Investigation, GTC Inc., March 4, 2023 (**Appendix E**).

Findings of Fact

a) Would the Project be subject to strong seismic ground shaking?

Less Than Significant Impact

An earthquake occurring along any of several major active and potentially active faults in southern California could cause ground shaking at the Project site. The risk is not considered substantially different than that of other similar properties in the Southern California area. The Project would be required to construct all proposed structures in accordance with Section 1613 of the 2022 California Building Code (CBC), which identifies design features required to be implemented to resist the effects of seismic ground motions. Additionally, the Project’s Geotechnical Investigation includes site-specific recommendations to attenuate seismic-related hazards, where are herein incorporated by reference and contained in Initial Study **Appendix E**. With mandatory compliance to the 2022 CBC or the applicable building code at the time of Project construction, and compliance with the Project’s Geotechnical Investigation recommendations, structures and persons on the Project site would not be exposed to substantial adverse effects associated with strong seismic ground-shaking events. Accordingly, impacts associated with strong seismic ground shaking would be less than significant.

Mitigation

No mitigation is required.

Monitoring

No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

GEOLOGY AND SOILS Would the Project directly or indirectly:

14. Landslide Risk

a) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, collapse, or rockfall hazards?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
---	--------------------------	--------------------------	-------------------------------------	--------------------------

Source(s)

Riverside County General Plan (Amended 6/25/2024), Safety Element, Figure 3, “Landslide Risk”, Geotechnical Investigation, GTC Inc., March 4, 2023 (**Appendix E**).

Findings of Fact

- a) **Would the Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, collapse, or rockfall hazards?**

Less Than Significant Impact

According to the GeoTek investigation performed for the Project site dated March 2023, the subject site is not mapped within an Earthquake-Induced Landslide Zone by the State of California or the County. No reported occurrences of landslides are known to have recently affected the site. Therefore, the potential for landslides is considered to be very low at the site. As such, impacts would be less than significant.

Mitigation

No mitigation is required.

Monitoring

No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
GEOLOGY AND SOILS Would the Project directly or indirectly:				
15. Ground Subsidence				
a) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in ground subsidence?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s)

Geotechnical Investigation, GTC Inc. March 4, 2023 (**Appendix E**).

Findings of Fact

- a) **Would the Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, collapse, or rockfall hazards?**

Less Than Significant Impact

The Project site is a gently sloped, vacant lot with approximately 23 feet of elevation variability between the east and west boundaries. The immediate surrounding areas exhibit little topographic variation, and there are no large hill forms located within or adjacent to the Project site. The nearest lands containing hillsides occur approximately 1.1 miles to the west of the Project site; however, the Project site is separated from these hills by residential communities and Interstate 15. Any landslide events associated with the hillsides would therefore not affect the Project site. In addition, no large slopes capable of resulting in landslides or rockfall hazards are proposed as part of Project grading activities. Accordingly, the Project would not be subject to hazards associated with landslides or rockfall hazards, and there are no components of the Project that would result in increased hazards associated with landslides or rockfall in the local area. No impact would occur.

According to the Project’s Geotechnical Investigation (**Appendix E**), the potential for lateral spreading or subsidence on site is considered low. Additionally, the site is relatively flat and constrained laterally

with engineered fill slopes. The Project would be subject to compliance with the recommendations contained in the Project's Geotechnical Investigation, which are herein incorporated by reference and would further ensure that lateral spreading or collapse hazards on site are appropriately attenuated as part of site grading activities. Accordingly, impacts due to lateral spreading and collapse would be less than significant.

Mitigation

No mitigation is required.

Monitoring

No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
GEOLOGY AND SOILS Would the Project directly or indirectly:				
16. Other Geologic Hazards				
a) Be subject to geologic hazards, such as seiche, mudflow, or volcanic hazard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s)

Geotechnical Investigation, GTC Inc. March 4, 2023 (**Appendix E**).

Findings of Fact

a) **Would the Project be subject to geologic hazards, such as seiche, mudflow, or volcanic hazard?**

Less Than Significant Impact

A seiche is an underwater wave that oscillates through a body of water which may be triggered by earthquakes or landslides. In general, seiches are small (on the order of a few inches) and are present in larger lakes as a result of the depth, temperature, and contours of the body of water. The nearest large body of water capable of producing a seiche is Lake Matthews, which is located approximately 3.1 miles northeast of the Project site. Due to the lack of an on-site body of water or other bodies of water within close proximity to the site that have the potential to result in site inundation, the potential for the Project site to be impacted by seiches is considered low. Accordingly, no impact would occur.

The Project site and immediately surrounding areas exhibit little topographic variation, and there are no large hill forms located within or adjacent to the Project site. The nearest lands containing hillsides occur approximately 0.2 miles west of the Project site; however, the Project site is separated from these hillsides by the Interstate 15, and any potential mudslides associated with these hillsides would not affect the Project site. In addition, no large slopes capable of resulting in mudflow hazards are proposed as part of Project grading activities. Accordingly, the Project would not be subject to hazards associated with mudflow, and there are no components of the Project that would result in increased hazards associated with mudflow in the local area. Impacts would therefore be less than significant.

There are no active volcanos in the Southern California region. Accordingly, the Project would not be subject to hazards associated with volcanoes, and no impact would occur.

Mitigation

No mitigation is required.

Monitoring

No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
GEOLOGY AND SOILS Would the Project:				
17. Slopes				
a) Change topography or ground surface relief features?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create cut or fill slopes greater than 2:1 or higher than 10 feet?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in grading that affects or negates subsurface sewage disposal systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s)

Geotechnical Investigation, GTC Inc. March 4, 2023 (**Appendix E**).

Findings of Fact

a) Would the Project change topography or ground surface relief features?

Less Than Significant Impact

Under existing conditions, the Project site consists of vacant and unpaved land that slopes a total of approximately 25 feet from west to east with an elevation ranging between approximately 925 feet above mean sea level (amsl) to approximately 950 feet amsl. However, the Project site consists of disturbed, undeveloped land, with generally shallow sloping existing topography. Following completion of grading activities, the Project site would be graded in a manner that largely approximates the site's existing topographic conditions except as necessary to facilitate proper sewage and drainage. The proposed Project includes approximately 11,000 cubic yards of cut, and no fill material is projected to be required. Therefore, the Project would not result in any adverse effects associated with changes to the site's topography or ground relief features, and impacts would be less than significant.

b) Would the Project create cut or fill slopes greater than 2:1 or higher than 10 feet?

No Impact

All of the slopes would be constructed at a maximum gradient of 2:1 (horizontal:vertical) up to a maximum height of approximately 6 feet. No cut or fill slopes greater than 2:1 or higher than 10 feet are proposed as part of the Project; therefore, no impact would occur.

c) Would the Project result in grading that affects or negates subsurface sewage disposal systems?

No Impact

Under existing conditions, there are no septic systems present on the Project site. Although an existing 8-inch sewer line exists adjacent to the east portion of the Project site, this sewer line would not be affected by Project development, as the existing sewer line would be protected in place and would serve to accommodate sewer flows generated by the proposed Project. Accordingly, the Project would not result in grading that affects or negates subsurface sewage disposal systems, and no impact would occur.

Mitigation

No mitigation is required.

Monitoring

No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
GEOLOGY AND SOILS Would the Project:				
18. Soils				
a) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Be located on expansive soil, as defined in Section 1803.5.3 of the California Building Code (2022), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have soils incapable of adequately supporting use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s)

Preliminary Water Quality Management Plan, Carlos Pineda, P.E. (**Appendix G**), Sewer Availability Letter, Temescal Valley Water District (**Appendix L**), Feasibility Report for Seepage Pits, Earth Strata Geotechnical Services, Inc., August 22, 2024 (**Appendix F**).

Findings of Fact

a) Would the Project result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact

Implementation of the Project has the potential to result in soil erosion. The analysis below summarizes the likelihood of the Project to result in substantial soil erosion during temporary construction activities and long-term operation.

Construction-Related Erosion

Proposed grading and construction activities at the Project site would expose underlying soils and disturb surficial soils. Exposed soils would be subject to erosion during rainfall events or high winds due to the removal of stabilizing vegetation and exposure of these erodible materials to wind and water. Pursuant to the requirements of the State Water Resources Control Board, the Project Applicant is required to obtain a National Pollutant Discharge Elimination System (NPDES) permit for construction activities, including proposed grading. The NPDES permit is required for all projects that include construction activities such as clearing, grading, and/or excavation that disturb at least 1 acre of total land area. The County’s Municipal Separate Storm Sewer System (MS4) NPDES Permit requires the Project Applicant to prepare and submit to the County for approval a Project-specific Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would identify a combination of erosion control and sediment control measure (i.e., Best Management Practices [BMPs]) to reduce or eliminate sediment discharge to surface water from stormwater and non-stormwater source discharges during construction. In addition, proposed construction activities would be required to comply with SCAQMD Rule 403, which would reduce the amount of particulate matter in the air and minimize the potential for wind erosion.

Rule 403 requires that certain construction practices be following that limit dust and dirt from leaving the construction site. For example, no dust is allowed to be tracked out of the site by more than 25 feet. Additionally, proposed construction activities would be required to comply with applicable County ordinances (e.g., Ordinance Nos. 457 and 460) to protect and enhance the water quality of the County, which requires the Project Applicant to prepare an erosion control plan to be used during the rainy season. With mandatory compliance with the requirements noted in the Project's SWPPP, as well as mandatory compliance to applicable regulatory requirements including but not limited to SCAQMD Rule 403 and Riverside County Ordinance Nos. 457 and 460, the potential for water and/or wind erosion impacts during Project construction would be reduced to less-than-significant levels.

Operations-Related Erosion

Following construction, wind and water erosion on the Project site would be minimized, as the disturbed areas would be landscaped or covered with impervious surfaces, and drainage would be controlled through a storm drain system. Runoff generated on the Project site would be collected by proposed storm drain inlets on site and directed via storm drains located throughout the Project site. The Project's drainage system has been designed such that there would be no increase in the peak flows from the Project site as compared to existing conditions; thus, there would be no increased potential for erosion hazards in areas tributary to the Project site. Accordingly, implementation of the Project would not increase the risk of siltation or erosion in stormwater discharged from the Project site under long-term operational conditions. In addition, and pursuant to Riverside County Ordinance No. 475 (Building Codes & Fees Ordinance), Water Quality Management Plans (WQMPs) would be required for future implementing developments within the Project site, which would identify post-construction measures to ensure on-going protection against erosion. Compliance with the WQMP would be required as a condition of approval for future implementing developments, and long-term maintenance of on-site water quality features also would be required. Based on the foregoing, implementation of the Project would not significantly increase the risk of long-term wind or water erosion on- or off-site, and impacts would be less than significant.

b) Would the Project be located on expansive soil, as defined in Section 1803.5.3 of the California Building Code (2022), creating substantial risks to life or property?

Less Than Significant Impact

According to the Project's Geotechnical Investigation completed by GeoTek Consultants in March 2023 (Technical Appendix C), the expansion range of soils on the Project site are considered low to very low. As such, the Project would not be located on expansive soil, as defined in Section 1803.5.3 of the California Building Code (2022), creating substantial risks to life or property, and impacts would be less than significant.

c) Would the Project have soils incapable of adequately supporting use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

Less Than Significant Impact

According to the Temescal Valley Water District, sewer is not available to serve the Project site (see **Appendix L**). According to the on-site, soils were found to be favorable and ideal for on-site wastewater system. This is based on flat topography in the western portion of the property. Bedrock was not encountered in exploration and test boring. Minor oversized cobbles were encountered, and drilling was performed with relative ease. In addition, previous borings performed by GeoTech Consultants, Inc., from a geotechnical investigation are added for reference. No mitigation is required.

Mitigation

No mitigation is required.

Monitoring

No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
GEOLOGY AND SOILS Would the Project:				
19. Wind Erosion and Blowsand from Project Either On-site or Off-site				
a) Be impacted by or result in an increase in wind erosion and blowsand, either on or off site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s)

General Plan Figure 4.12.6, "Wind Erosion Susceptibility Areas" County EIR No. 521, County Ordinances No. 460, Article XV & Ord. No. 484, SCAQMD Rule 403.

Findings of Fact

- a) **Would the Project be impacted by or result in an increase in wind erosion and blowsand, either on or off site?**

Less Than Significant Impact

According to Figure 4.12.6 (Wind Erosion Susceptibility Areas) of County EIR No. 521, which was prepared in conjunction with the County's 2015 update to its General Plan, the Project site occurs in a portion of the County that exhibits "moderate" risk of wind erosion hazards. As such, the Project would not be substantially impacted by wind erosion or blowsand. Additionally, the analysis of Threshold 18.a) above, demonstrates that with mandatory compliance with the NPDES permit during both construction and long-term operation, implementation of a SWPPP during construction, implementation of a WQMP during long-term operations, and mandatory compliance with SCAQMD Rule 403 and Riverside County Ordinance Nos. 457 and 460, the Project would not result in substantial erosion, including wind erosion or blowsand, during Project construction or operation. Accordingly, impacts would be less than significant.

Mitigation

No mitigation is required.

Monitoring

No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
GREENHOUSE GAS EMISSIONS Would the Project:				
20. Greenhouse Gas Emissions				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s)

Riverside County General Plan, Riverside County Climate Action Plan (“CAP”), Project Application Materials, (KPC EHS, Consultants LLC, September 13, 2023)

Findings of Fact

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

Less Than Significant Impact

Global Climate Change (GCC) refers to the change in average meteorological conditions on the earth with respect to temperature, wind patterns, precipitation, and storms. Gases that trap heat in the atmosphere are often referred to as greenhouse gases (GHGs). An individual project like the proposed Project evaluated herein cannot generate GHG emissions to affect a discernible change in global climate. However, the proposed Project may participate in the potential for GCC by its incremental contribution of GHGs combined with the cumulative increase of all other sources of GHGs, which when taken together constitute potential influences on GCC.

Increases in Earth’s ambient temperatures would result in more intense heat waves, causing more heat related deaths. Scientists also purport those higher ambient temperatures would increase disease survival rates and result in more widespread disease. Climate change would likely cause shifts in weather patterns, potentially resulting in devastating droughts and food shortages in some areas. Exhibit 2-A of the Project’s GHGA (Technical Appendix D) presents the potential impacts of global warming.

The Riverside County Climate Action Plan (CAP) establishes a quantitative screening threshold of 3,000 metric tons of carbon dioxide equivalent (MTCO₂e) per year, below which a project’s greenhouse gas emissions are considered less than significant for purposes of CEQA. The CAP Screening Tables, including the 100-point threshold, are identified as a mitigation pathway **for** projects that exceed this screening threshold and require mitigation to achieve CAP reduction goals. Projects that independently meet the quantitative screening threshold are not required by the CAP to achieve 100 points on the Screening Tables to support a less-than-significant CEQA determination².

CalEEMod Version 2022.1 was used to calculate the Project’s construction-related and operations-related criteria pollutants and GHG emissions from direct and indirect sources. Output from the model runs for construction and operational activity are provided in Appendices 3.1. and 3.2 to the Project’s GHGA (Technical Appendix D). CalEEMod includes GHG emissions from construction, area, energy,

2 Riverside County Climate Action Plan Update (2019), Chapter 4, pp. 4-3 through 4-6; Figure 4-1. <https://planning.rctlma.org/sites/g/files/aldnop416/files/migrated/Portals-14-CAP-2019-2019-CAP-Update-Full.pdf>

mobile, waste, and water sources. For construction phase Project emissions, GHGs are quantified and amortized over the life of the Project. Operational activities associated with the Project will result in emissions of CO₂, CH₄, and N₂O from the following primary sources: area source emissions; energy source emissions; mobile source emissions; on-site cargo handling equipment emissions; water supply, treatment, and distribution; and solid waste. Refer to Technical Appendix D for detailed information. The estimated Project-related GHG emissions are summarized on **Table 5**, Project GHG Emissions.

Table 5 – Project GHG Emissions

Emissions Source	Emissions (MT/yr)			
	N ₂ O	CO ₂	CH ₄	Total CO ₂ e
Area Sources	<0.005	0.93	<0.005	0.93
Energy	0.01	115	0.005	116
Mobile Sources	0.02	441	0.02	448
Solid Waste	0.000	2.05	0.20	7.17
Water and Wastewater	<0.005	6.12	0.014	10.7
Refrigerants		0.01		
30 year amortized Construction GHG				7.32
Total CO₂e (all sources)		590.13		
Threshold		3,000		
Exceed Thresholds?		No		

Detailed operation model outputs for the Project are presented in Appendix 3.2 of the Project’s GHGA (Technical Appendix D). As shown, construction and operation of the Project would generate approximately 590.13 MTCO₂e/yr. As such, the Project would not exceed the County’s screening threshold of 3,000 MTCO₂e/yr. Additionally, the Project would be required to comply with Title 24 and the California Green Building Standards Code. Thus, the Project is considered consistent with the County of Riverside CAP Update, thereby demonstrating that the Project also would be consistent with the GHG reduction goals of SB 32. Therefore, the Project would not generate GHGs, either directly or indirectly, that may have a significant impact on the environment, and the Project’s impacts due to GHG emissions would be less than significant.

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

Less Than Significant Impact

Pursuant to §15604.4 of the CEQA Guidelines, a lead agency may rely on qualitative analysis or performance-based standards to determine the significance of impacts from GHG emissions. Project consistency with AB 32, SB 32, and the County’s CAP are discussed below. The Project’s consistency with SB 32 (2017 Scoping Plan and 2022 Scoping Plan) also satisfies consistency with AB 32 since the 2017 Scoping Plan and 2022 Scoping Plan are based on the overall targets established by AB 32. Project consistency with SB 32 and County’s CAP is evaluated in the following discussion.

2017 CARB Scoping Plan Consistency

The 2017 Scoping Plan Update reflects the 2030 target of a 40% reduction below 1990 levels, set by Executive Order B-30-15 and codified by SB 32. Table 4-7 in **Appendix D** summarizes the Project’s consistency with the 2017 Scoping Plan. As summarized, the Project would not conflict with any of the provisions of the Scoping Plan and in fact supports seven of the action categories. Therefore, the Project would not conflict with any of the 2017 Scoping Plan elements, as any regulations adopted would apply directly or indirectly to the Project. Further, recent studies show that the state’s existing and proposed regulatory framework would allow the state to reduce its GHG emissions level to 40% below 1990 levels by 2030.

2022 CARB Scoping Plan Consistency

On December 15, 2022, CARB adopted the 2022 Scoping Plan for Achieving Carbon Neutrality. 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. 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 §15183.5.

The Project would not impede the state's progress towards carbon neutrality by 2045 under the 2022 Scoping Plan. The Project would be required to comply with applicable current and future regulatory requirements promulgated through the 2022 Scoping Plan. Some of the current transportation sector policies that the Project would comply with (through vehicle manufacturer compliance) include: Advanced Clean Cars II, Advanced Clean Trucks, Advanced Clean Fleets, Zero Emission Forklifts, the Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-Road Fleet Recognition Program, In-use Off-Road Diesel-Fueled Fleets Regulation, Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-Road Fleet Recognition Program, Amendments to the In-use Off-Road Diesel-Fueled Fleets Regulation, carbon pricing through the Cap-and-Trade Program, and the Low Carbon Fuel Standard. Further, the Project would be required to comply with applicable elements outlined in the County's CAP. As such, the Project would not be inconsistent with the 2022 Scoping Plan.

County of Riverside CAP Consistency

As discussed above under the analysis of Threshold a., construction and operation of the Project would generate approximately 590.13 MTCO₂e/yr. As such, the Project would not exceed the County's screening threshold of 3,000 MTCO₂e/yr. Furthermore, the Project would satisfy the energy efficiency requirement per the County's CAP. Thus, Project-related emissions would not have a significant direct or indirect impact regarding GHG emissions and does not require additional analysis under the CAP.

Conclusion

Overall, the proposed Project would not conflict with the County's CAP, SB 32, or any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. Impacts would be less than significant, and no mitigation is required.

Mitigation

No mitigation is required.

Monitoring

No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
HAZARDS AND HAZARDOUS MATERIALS Would the Project:				
21. Hazards and Hazardous Materials				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter (1/4) mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s)

Project Application Materials, Medical Waste Management Act, Medical Waste Management Act California Health and Safety Code Sections 117600 – 118360, Riverside County Municipal Separate Storm Sewer System (MS4) NPDES Permit.

Findings of Fact

a) Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact

Construction-Related Impacts

Heavy equipment (e.g., dozers, excavators, tractors) would be operated on the Project site during construction of the Project. This heavy equipment likely would be fueled and maintained by petroleum based substances such as diesel fuel, gasoline, oil, and hydraulic fluid, which are considered hazardous if improperly stored or handled. In addition, materials such as paints, adhesives, solvents, and other substances typically used in building construction would be used on the Project site during construction. Improper use, storage, or transportation of hazardous materials can result in accidental releases or spills, potentially posing health risks to workers, the public, and the environment. This is a standard risk on all construction sites, and there would be no greater risk for improper handling, transportation, or spills associated with the Project than would occur on any other similar construction site. Construction contractors would be required to comply with all applicable federal, state, and local laws and regulations regarding the transport, use, and storage of hazardous construction-related materials, including but not limited to requirements imposed by the federal Environmental Protection Agency (EPA) and Department of Toxic Substances Control (DTSC). Additionally, the County’s Municipal Separate Storm Sewer System (MS4) NPDES Permit requires the Project Applicant to prepare and submit to the County for approval a Project-specific Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would identify a combination of erosion control and sediment control measure (i.e., Best Management

Practices [BMPs]) to reduce or eliminate sediment discharge to surface water from storm water and non-stormwater source discharges during construction.

With mandatory compliance with applicable hazardous materials regulations, the Project would not create significant hazards to the public or the environment through routine transport, use, or disposal of hazardous materials during the construction phase. Impacts would be less than significant.

Operations-Related Impacts

The Project proposes to develop a 24,712-square-foot medical office building. The types of occupancy are unknown at this time and can range from a medical office, urgent care facility, outpatient surgical care facility, dialysis facility, laboratory, or diagnostic radiology imaging facility, for example. In accordance with California Health and Safety Code §117935 and §117960, small or large quantity generators who are required to register with the Riverside County of Environmental Health and file a medical waste management plan which identifies the types of medical waste generated onsite, stored on-site, or treated onsite and how the Project will comply with the regulations governing medical waste. With mandatory compliance of the Department of Environmental Health Department requirements, the Project is not expected to pose a significant hazard to the public or the environment through the routine transport, use, storage, emission, or disposal of hazardous materials.

- b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**

Less Than Significant Impact

As discussed above under Threshold 21.a), there is no reasonable potential for the Project to create a significant hazard through foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Refer to the discussion under Threshold 21.a). The Project's potential for impacts would be less than significant.

- c) Would the Project impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan?**

No Impact

The Project site does not contain any emergency facilities, nor does it serve as an emergency evacuation route. Additionally, there are no emergency response plans or emergency evacuation plans in effect in the local area. During construction and long-term operation of the Project, adequate emergency access for emergency vehicles would be required. Furthermore, improvements planned as part of the Project are not anticipated to adversely affect traffic operations in the local area. As part of the County's discretionary review process, Riverside County reviewed the Project's application materials to ensure that appropriate emergency ingress and egress would be available to and from the Project site and that circulation on the Project site was adequate for emergency vehicles. Accordingly, implementation of the proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan, and no impact would occur.

- d) Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter (1/4) mile of an existing or proposed school?**

No Impact

The Project site is located approximately 1.3 miles north of Temescal Valley Elementary School, which is the closest existing school to the Project site under existing conditions. Additionally, according to Riverside County GIS, there are no school sites planned by the County's General Plan within 0.25 miles

of the Project site. Accordingly, the Project has no potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 miles of an existing or proposed school, and no impact would occur.

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

No Impact

The list of hazardous materials sites is commonly known as the “Cortese List.” According to the Department of Toxic Substances Control (DTSC), “While Government Code Section 65962.5 makes reference to the preparation of a “list,” many changes have occurred related to web-based information access since 1992 and this information is now largely available on the Internet sites of the responsible organizations. Those requesting a copy of the Cortese “list” are now referred directly to the appropriate information resources contained on the Internet web sites of the boards or departments that are referenced in the statute.”

According to the CalEPA website (accessed August 2023), below are the data resources that provide information regarding the facilities or sites identified as meeting the "Cortese List" requirements.

- List of Hazardous Waste and Substances sites from the Department of Toxic Substances Control EnviroStor database.
- List of Leaking Underground Storage Tank Sites by County and Fiscal Year from Water Board GeoTracker database.
- List of Solid Waste Disposal Sites identified by Water Board with waste constituents above hazardous waste levels outside the waste management unit.
- List of Active Cease and Desist Orders and Cleanup and Abatement Orders identified by the Regional Water Board.
- List of Hazardous Waste Facilities Subject to Corrective Action pursuant to §25187.5 of the Health and Safety Code, identified by the Department of Toxic Substances Control.

Based on the resources provided and available and the CalEPA GeoTracker Database, the Project site is not identified as being on the “Cortese List.” As such, no impacts would occur.

Mitigation

No mitigation is required.

Monitoring

No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
HAZARDS AND HAZARDOUS MATERIALS Would the Project:				
22. Airports				
a) Result in an inconsistency with an Airport Master Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require review by the Airport Land Use Commission?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) For a Project located within an airport land use plan or, where such a plan has not been adopted, within two (2) miles of a public airport or public use airport, would the Project result in a safety hazard for people residing or working in the Project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s)

Riverside County, Map My County.

https://gis1.countyofriverside.us/Html5Viewer/?viewer=MMC_Public

Findings of Fact

a) Would the Project result in an inconsistency with an Airport Master Plan?

No Impact

The nearest airport to the Project site is the Corona Municipal Airport, located approximately 8.3 miles northwest of the Project site. The Project site is not located within the Airport Influence Area (AIA) of the Corona Municipal Airport or any other public use airport, and the Project site does not occur within the vicinity of any Airport Master Plans. Accordingly, the Project has no potential to result in an inconsistency with an Airport Master Plan or Airport Land Use Compatibility Plan (ALUCP), and no impact would occur.

b) Would the Project require review by the Airport Land Use Commission?

No Impact

As discussed under Threshold 22.a), the Project site is not located within AIA of the Corona Municipal Airport or any other airport facility. Thus, the Project does not require review by the Airport Land Use Commission and no impact would occur.

c) For a Project located within an airport land use plan or, where such a plan has not been adopted, within two (2) miles of a public airport or public use airport, would the Project result in a safety hazard for people residing or working in the Project area?

Less Than Significant Impact

As indicated under the analysis of Thresholds 22.a) and 22.b), above, the closest public airport to the Project site is the Corona Municipal Airport, which is located approximately 8.3 miles northwest of the Project site. The AIA and compatibility zones established by the ALUCP for the Corona Municipal Airport do not extend south of State Route 91, and the Project site is located approximately 7 miles from the nearest lands located within the AIA for the Corona Municipal Airport. The Project site also is not located within the AIA or compatibility zones for any other airport facility. As such, because the Project site is

not located within the boundaries of any airport land use plans and is not located within 2 miles of any public airport or public use airport, the Project site would not result in a safety hazard for people residing or working in the Project area, and impacts would be less than significant.

d) Would the Project be 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?

Less Than Significant Impact

The Project site is not within the vicinity of a private airstrip or heliport. The nearest private airstrip to the Project site is located within the City of Lake Elsinore, approximately 16.0 miles southeast of the Project site. Due to the distance between this private airstrip and the Project site, the Project would not result in a safety hazard for people residing or working in the Project area, and impacts would be less than significant.

Mitigation

No mitigation is required.

Monitoring

No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
HYDROLOGY AND WATER QUALITY Would the Project:				
23. Water Quality				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in substantial erosion or siltation on-site or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-site or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) In flood hazard, tsunami, or seiche zones, risk the release of pollutants due to Project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
i) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s)

Riverside County General Plan (Amended 6/25/2024), Safety Element, Figure 4, “Flood Hazard Zone,” Figure 5 “Dam Hazard Inundation,” Drainage Report (**Appendix H**), Preliminary Project Specific WQMP (**Appendix G**).

Findings of Fact

a) Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less Than Significant Impact

The California Porter-Cologne Water Quality Control Act (§13000 [“Water Quality”] et seq., of the California Water Code), and the Federal Water Pollution Control Act Amendment of 1972 (also referred to as the Clean Water Act [CWA]) require that comprehensive water quality control plans be developed for all waters within the State of California. The Project site is located within the jurisdiction of the Santa Ana Regional Water Quality Control Board (RWQCB). Development within the Santa Ana RWQCB region is subject to the RWQCB’s 2019 Water Quality Control Plan for the Santa Ana River Basin (Basin Plan). The RWQCB’s 2019 Basin Plan is herein incorporated by reference and is available for public review at the Santa Ana RWQCB office located at 3737 Main Street, Suite 500, Riverside, CA 92501 3348 and https://www.waterboards.ca.gov/santaana/water_issues/programs/basin_plan/.

The CWA requires all states to conduct water quality assessments of their water resources to identify water bodies that do not meet water quality standards. Water bodies that do not meet water quality standards are placed on a list of impaired waters pursuant to the requirements of Section 303(d) of the CWA. The Project site resides within the Santa Ana Watershed. Based on the Project’s Water Quality Management Plan (WQMP; Initial Study **Appendix G**), receiving waters for the property’s drainage include the Santa Ana River, Reach 4, and the Santa Ana River, Reach 3. Both the Santa Ana River Reach 3 and Reach 4 are listed as impaired by pathogens.

A specific regulatory provision applicable to the proposed Project is Section 402 of the federal Clean Water Act (33 U.S.C. §1342), which establishes the National Pollutant Discharge Elimination System (NPDES) permit program. Pursuant to this provision, construction projects that disturb one acre or more are required to obtain coverage under the State Water Resources Control Board Construction General Permit and prepare and implement a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would identify and implement erosion and sediment control Best Management Practices to prevent pollutants from being discharged in stormwater during construction. Compliance with these requirements would be mandatory and would reduce potential water quality impacts to less-than-significant levels.

Provided below is a discussion of the Project’s potential to result in violations of water quality standards or waste discharge requirements during both construction and long-term operation.

Construction-Related Water Quality

Construction of the proposed Project would involve clearing, grading, paving, utility installation, building construction, and landscaping activities, which would result in the generation of potential water quality pollutants such as silt, debris, chemicals, paints, and other solvents with the potential to adversely affect

water quality. As such, short-term water quality impacts have the potential to occur during construction of the Project in the absence of any protective or avoidance measures.

Pursuant to the requirements of the Santa Ana RWQCB and the County of Riverside, the Project Applicant would be required to obtain a NPDES Municipal Stormwater Permit for construction activities. The NPDES permit is required for all projects that include construction activities, such as clearing, grading, and/or excavation that disturb at least 1 acre of total land area. In addition, the Project would be required to comply with the RWQCB's Basin Plan. Compliance with the NPDES permit and the Basin Plan involves the preparation and implementation of a SWPPP for construction-related activities. The SWPPP is required to specify the BMPs that the Project would be required to implement during construction activities to ensure that all potential pollutants of concern are prevented, minimized, and/or otherwise appropriately treated prior to being discharged from the subject property. Mandatory compliance with the SWPPP would ensure that the proposed Project does not violate any water quality standards or waste discharge requirements during construction activities. Therefore, with mandatory adherence to the future required SWPPP, water quality impacts associated with construction activities would be less than significant and no mitigation measures would be required.

Operations-Related Water Quality

As noted above, receiving waters for the property's drainage include the Santa Ana River, Reach 4, and the Santa Ana River, Reach 3. According to the Project's WQMP, the Santa Ana River Reach 3 and Reach 4 are impacted by pathogens (**Appendix G**), the Project's potential pollutants of concern include bacterial indicators, metals, nutrients, pesticides, toxic organic compounds, sediments, trash and debris, and oil and grease.

To meet NPDES requirements, the Project's proposed storm drain system is designed to treat pollutants of concern from onsite runoff. Runoff generated on the Project site would be collected by proposed storm drain inlets and conveyed to the municipal storm drain system located beneath Temescal Canyon Road. The County previously constructed an open drainage inlet structure as part of the Temescal Canyon Road Widening Project – Dos Lagos Segment. This inlet is identified as Parcel 0066-13B and was recorded on June 7, 2018, as Instrument No. 2018-0232727. The Project site landowner has granted a drainage easement that allows the proposed underground storm water drainage system to connect to this existing inlet within the Temescal Canyon Road right-of-way. With implementation of the proposed drainage system, Project runoff would be properly conveyed to the municipal system and would not substantially contribute to downstream impairments or violate applicable water quality standards or waste discharge requirements.

Furthermore, the Project would be required to implement its WQMP, pursuant to the requirements of the applicable NPDES permit. The WQMP is a post-construction management program that ensures the ongoing protection of the watershed basin by requiring structural and programmatic controls. The Project's Preliminary WQMP is included as Technical **Appendix G**. The Preliminary WQMP identifies structural controls (including the proposed CDS hydrodynamic separator for pre-treatment and underground detention/infiltration BMP (Contech), which have been designed to treat pollutants of concern from Project site runoff) and operational source control measures (including marking inlets, incorporation of landscape/outdoor pesticide restrictions, incorporating measures for refuse areas, requirements for industrial processes, loading dock requirements, and requirements to regularly sweep plazas, sidewalks, and parking lots). The structural and operational source control measures would minimize, prevent, and/or otherwise appropriately treat storm water runoff flows before they are discharged from the site. Mandatory compliance with the WQMP would ensure that the Project does not violate any water quality standards or waste discharge requirements during long-term operation.

Conclusion

Based on the foregoing analysis, implementation of the proposed Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality, and impacts would be less than significant.

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

Less Than Significant Impact

There are no groundwater wells on site under existing conditions, and no potable groundwater wells are proposed as part of the Project; therefore, the Project would not deplete groundwater supplies through direct extraction.

The Project would be served with potable water from the Temescal Valley Water District (TVWD). Domestic water supplies from the TVWD are fully reliant on imported potable water from the Western Municipal Water District (WMWD), which purchases State Water Project (SWP) water from the Metropolitan Water District (MWD). Non-potable water is supplied via recycled water and local groundwater production; however, the Project would not be served with recycled water. Thus, all of the water supplied to the proposed Project would be imported from Initial Study and MWD, and the Project would not require any increased groundwater production by the TVWD. As such, the Project would not substantially decrease groundwater supplies, and no impact would occur.

With respect to groundwater recharge, under existing conditions all runoff generated on site generally drains to the east towards the Temescal Wash, located across Temescal Canyon Road approximately 0.2 miles to the east. With development of the Project site as proposed, runoff generated on the Project site would be collected by proposed storm drain inlets and directed to engineered storm drain systems. All runoff generated on site would discharge into the storm drains located throughout the site. Although the Project's drainage system would reduce the peak flows from the Project site, the total amount of flows reaching the Temescal Wash and/or the Bedford-Coldwater groundwater basin would not measurably decrease with implementation of the proposed Project because all runoff either would infiltrate into the groundwater table on site, or would be discharged into the temescal Wash where groundwater recharge would continue to occur.

Based on the foregoing analysis, the Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin, and impacts would be less than significant.

c) Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces?

Less Than Significant Impact

The Project would not result in any direct or indirect impacts to streams or rivers. With implementation of the proposed Project, runoff from the Project site would be collected by proposed storm drain inlets on site and discharged to the east into the Municipal Storm Drain Systems following detention and water quality treatment by the Project's proposed BMPs. The proposed drainage pattern would be similar to what occurs under existing conditions. As such, the Project would not result in substantial changes to the site's existing drainage pattern. Additionally, development of the Project site as proposed would minimize areas of pervious surface, and therefore would preclude the potential for increased erosion hazards within the Project site.

Based on the foregoing analysis, the Project would not substantially alter the existing drainage pattern of the site through the addition of impervious surfaces. Impacts would be less than significant.

d) Would the Project result in substantial erosion or siltation on- or off-site?

Less Than Significant Impact

Implementation of the Project has the potential to result in soil erosion. The analysis below summarizes the likelihood of the Project to result in substantial soil erosion during temporary construction activities and long-term operation.

Construction-Related Impacts

Proposed grading and construction activities at the Project site would expose underlying soils and disturb surficial soils. Exposed soils would be subject to erosion during rainfall events or high winds due to the removal of stabilizing vegetation and exposure of these erodible materials to wind and water.

Pursuant to the requirements of the State Water Resources Control Board, the Project Applicant is required to obtain an NPDES permit for construction activities, including proposed grading. The NPDES permit is required for all projects that include construction activities such as clearing, grading, and/or excavation that disturb at least 1 acre of total land area. The County's Municipal Separate Storm Sewer System (MS4) NPDES Permit requires the Project Applicant to prepare and submit to the County for approval a Project-specific Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would identify a combination of erosion control and sediment control measure (i.e., Best Management Practices [BMPs]) to reduce or eliminate sediment discharge to surface water from storm water and non-stormwater source discharges during construction.

In addition, proposed construction activities would be required to comply with SCAQMD Rule 403, which would reduce the amount of particulate matter in the air and minimize the potential for wind erosion. Rule 403 requires that certain construction practices be following that limit dust and dirt from leaving the construction site. For example, no dust is allowed to be tracked out of the site by more than 25 feet. Additionally, proposed construction activities would be required to comply with applicable County ordinances (e.g., Ordinance Nos. 457 and 460) to protect and enhance the water quality of the County, which requires the Project Applicant to prepare an erosion control plan to be used during the rainy season. With mandatory compliance with the requirements noted in the Project's SWPPP, as well as mandatory compliance to applicable regulatory requirements including but not limited to SCAQMD Rule 403 and Riverside County Ordinance Nos. 457 and 460, the potential for water and/or wind erosion impacts during Project construction would be reduced to less-than-significant levels.

Operations-Related Impacts

Following construction, wind and water erosion on the Project site would be minimized, as the disturbed areas would be landscaped or covered with impervious surfaces, and drainage would be controlled through a storm drain system. Storm drainage from the Project site would be collected by proposed storm drain inlets on site and directed in storm drains to municipal storm drains located beneath Temescal Canyon Road. The Project's drainage system has been designed such that there would be no increase in the peak flows from the Project site as compared to existing conditions; thus, there would be no increased potential for erosion hazards in areas tributary to the Project site. Accordingly, implementation of the Project would not increase the risk of siltation or erosion in stormwater discharged from the Project site under long-term operational conditions. In addition, and pursuant to Riverside County Ordinance No. 475 (Building Codes & Fees Ordinance), WQMPs would be required for future implementing developments within the Project site, which would identify post-construction measures to ensure ongoing protection against erosion. Compliance with the WQMP would be required as a condition of approval for future implementing developments, and long term maintenance of on-site water quality features also would be required. Based on the foregoing, implementation of the Project would not significantly increase the risk of long-term wind or water erosion on- or off-site, and impacts would be less than significant.

e) Would the Project substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?

Less Than Significant Impact

Based on mapping information from the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) program, the Project site is located outside the mapped 100-year flood hazard area associated with the Temescal Wash. With implementation of the proposed Project, runoff generated in the developed portion of the Project site would be conveyed to the proposed underground storage systems, which would ensure that peak runoff from the Project site does not increase relative to existing conditions; thus, the Project would not increase the rate or amount of surface runoff in a manner that would result in flooding on properties located downstream. The Project's drainage system also has been designed to accommodate peak storm events, thereby precluding the potential for flooding on site. As such, the Project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, and impacts would be less than significant.

f) Would the Project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less Than Significant Impact

Please refer to the analysis of Thresholds 23.a) and 23.d) above, which address water quality impacts. As demonstrated by the analysis therein, the Project would result in less-than-significant impacts to water quality, including due to polluted runoff.

As previously discussed, the Project's integrated drainage design and LID features ensure that runoff volumes do not exceed the capacity of existing or planned stormwater drainage systems. Accordingly, through compliance with standard water quality requirements and the use of on-site infiltration, impacts would be less than significant.

g) Would the Project impede or redirect flood flows?

No Impact

Based on Flood Insurance Rate Maps, identified by the plate number 06065C1370G effective August 28, 2008, available from FEMA, the Project site is located within Flood Zone X (unshaded), which includes "areas determined to be outside the 0.2% annual chance floodplain." As such, the Project has no potential to impede or redirect flood flows, and no impact would occur.

h) In flood hazard, tsunami, or seiche zones, would the Project risk the release of pollutants due to Project inundation?

No Impact

As discussed above, the proposed Project site is not located within, or adjacent to, a flood hazard zone. The proposed Project site is located approximately 25 miles inland from the Pacific Ocean and is separated from the Ocean by a mountain ridge; thus, it is not in a tsunami hazard zone. The Project proposes the development of an office building, which would not contain significant quantities of pollutants, and due to the varied topography of the site, no impacts would occur.

i) Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant Impact

The Project site is located within the jurisdiction of the Santa Ana RWQCB. Water quality information for the Santa Ana River watershed is contained in the Santa Ana Region Basin Plan (“Basin Plan”) which was most recently updated in June 2019. This document is herein incorporated by reference and is available for public review at the Santa Ana RWQCB office located at 3737 Main Street, Suite 500 Riverside, CA 92501-3348 (RWQCB, 2019). In addition, the Project site is located within the Bedford Coldwater Groundwater basin, and is therefore subject to the Bedford Coldwater Sustainability Authority’s (BCGSA) “Groundwater Sustainability Plan – Bedford-Coldwater Basin.” The Project’s consistency with each is discussed below.

Santa Ana River Basin Plan

The CWA requires all states to conduct water quality assessments of their water resources to identify water bodies that do not meet water quality standards. Water bodies that do not meet water quality standards are placed on a list of impaired waters pursuant to the requirements of Section 303(d) of the CWA. The Project site resides within the Santa Ana Watershed and receiving waters for the property’s drainage include the Temescal Creek Reach 2, Temescal Creek Reach 1b, Temescal Creek Reach 1a, Prado Flood Control Basin, Santa Ana River Reach 2, and Santa Ana River Reach 1. Temescal Creek Reach 2 is listed as impaired by metals. The Prado Flood Control Basin is listed as impaired by pesticides, metals, toxic organics, pathogens, and nutrients. Santa Ana River Reach 2 is listed as impaired by multi pollutants, metals, pathogens, and salinity/total dissolved solids/chlorides/sulfates. Santa Ana River Reach 1 is listed as impaired by pathogens and pH. Temescal Creek Reach 1a and Temescal Creek Reach 1b are not listed as impaired.

Specific provision of the CWA applicable to the proposed Project is CWA Section 402, which authorizes the National Pollutant Discharge Elimination System (NPDES) permit program that covers point sources of pollution discharging to a water body. The NPDES program also requires operators of construction sites one acre or larger to prepare a Stormwater Pollution Prevention Plan (SWPPP) and obtain authorization to discharge stormwater under an NPDES construction stormwater permit.

Provided below is a discussion of the Project’s potential to conflict with the Santa Ana Region Basin Plan during both construction and long-term operation.

Construction-Related Water Quality

Construction of the proposed Project would involve clearing, grading, paving, utility installation, building construction, and landscaping activities, which would result in the generation of potential water quality pollutants such as silt, debris, chemicals, paints, and other solvents with the potential to adversely affect water quality. As such, short-term water quality impacts have the potential to occur during construction of the Project in the absence of any protective or avoidance measures.

Pursuant to the requirements of the Santa Ana RWQCB and the County of Riverside, the Project would be required to obtain a NPDES Municipal Stormwater Permit for construction activities. The NPDES permit is required for all projects that include construction activities, such as clearing, grading, and/or excavation that disturb at least one acre of total land area. In addition, the Project would be required to comply with the RWQCB’s Basin Plan. Compliance with the NPDES permit and the Basin Plan involves the preparation and implementation of a SWPPP for construction-related activities. The SWPPP is required to specify the Best Management Practices (BMPs) that the Project would be required to implement during construction activities to ensure that all potential pollutants of concern are prevented, minimized, and/or otherwise appropriately treated prior to being discharged from the subject property. Mandatory compliance with the SWPPP would ensure that the proposed Project does not violate any water quality standards or waste discharge requirements during construction activities. Therefore, with

mandatory adherence to the future required SWPPP, runoff associated with Project-related construction activities would not conflict with the Santa Ana Region Basin Plan requirements, and impacts would be less than significant.

Operations-Related Water Quality Impacts

As noted above, receiving waters for the property's drainage are the Santa Ana River Reach 3, and Santa Ana River Reach 4. Santa Ana River Reach 3 and 4 are listed as impaired by pathogens. According to the Project's WQMP (Technical Appendix G), the Project's potential pollutants of concern include bacterial indicators, metals, nutrients, pathogens, toxic organic compounds, sediments, trash and debris, and oil and grease. To meet NPDES requirements, the Project's proposed storm drain system is designed to treat pollutants of concern from Project site runoff. As proposed, runoff generated on the Project site would be collected by proposed storm drain inlets and directed to municipal storm drains. Runoff from the Project site would not contribute substantially to existing downstream impairments and the Project therefore would not conflict with the Santa Ana Region Basin Plan; thus, impacts would be less than significant.

Furthermore, the Project would be required to implement a WQMP, pursuant to the requirements of the applicable NPDES permit. The WQMP is a post-construction management program that ensures the ongoing protection of the watershed basin by requiring structural and programmatic controls. The Project's Preliminary WQMP is included as Technical **Appendix G**. The Preliminary WQMP identifies structural controls (including the proposed MWS units) and operational source control measures (including marking inlets, incorporation of landscape/outdoor pesticide restrictions, incorporating measures for refuse areas, requirements for industrial processes, loading dock requirements, and requirements to regularly sweep plazas, sidewalks, and parking lots). The structural and operational source control measures would minimize, prevent, and/or otherwise appropriately treat storm water runoff flows before they are discharged from the site. Accordingly, mandatory compliance with the WQMP would ensure that the Project does not conflict with the Santa Ana Region Basin Plan, and impacts would be less than significant.

Groundwater Sustainability Plan – Bedford Coldwater Basin

The TVWD, along with the City of Corona and the Elsinore Valley Municipal Water District (EVMWD), signed a Joint Powers Agreement creating a Joint Powers Authority (JPA) and forming the Bedford Coldwater Groundwater Sustainability Agency (BCGSA) to manage the Bedford-Coldwater Groundwater Subbasin (BCGS). In November 2021, the BCGSA adopted the "Groundwater Sustainability Plan – Bedford-Coldwater Basin" (GSP) pursuant to the Sustainable Groundwater Management Act (SGMA). The GSP is intended to plan for achieving and/or maintaining sustainability of the BCGS within 20 years of implementing the plan. The BCGS has been designated by the California Department of Water Resources (DWR) as very low-priority; however, the goal of the GSP is to promote health of the BCGS by maintaining the generally balanced water budget, continuing to prevent chronic overdraft, and avoiding undesirable results. The BCGS covers approximately 11 square miles and has been divided into two groundwater management zones. The Project site is located within the Bedford Management Area.

There are no existing groundwater wells on the Project site, and no groundwater wells are proposed as part of the Project. As such, the Project would not directly extract groundwater, but would instead obtain potable water from the TVWD. As previously noted, the TVWD obtains 100% of its potable water supplies from WMWD, which in turn purchases State Water Project (SWP) water from MWD. While TVWD does obtain recycled water through local groundwater extraction, the Project would not be served with recycled water due to the limited extent of landscaped areas on site. Thus, the Project would not be served with groundwater supplies from the BCGS. Accordingly, the Project only would have the potential to conflict with the GSP if the Project were to contribute to or exacerbate existing water quality problems within the basin. Provided below is a discussion of the Project's potential to affect groundwater quality during construction and long term operations.

Construction-Related Water Quality

As noted above under the discussion of the Project's consistency with the Santa Ana Region Basin Plan, the Project Applicant would be required to obtain a NPDES Municipal Stormwater Permit for construction activities. The NPDES permit is required for all Projects that include construction activities, such as clearing, grading, and/or excavation that disturb at least one acre of total land area. Compliance with the NPDES permit and the Basin Plan involves the preparation and implementation of a SWPPP for construction-related activities. The SWPPP is required to specify the BMPs that the Project would be required to implement during construction activities to ensure that all potential pollutants of concern are prevented, minimized, and/or otherwise appropriately treated prior to being discharged from the subject property. Mandatory compliance with the SWPPP would ensure that construction of the proposed Project does result in polluted runoff that could adversely affect water quality within the BCGS. Additionally, the total amount of runoff from the Project site during construction would not change substantially in relation to existing conditions, thereby continuing to allow for infiltration into the BCGS within Temescal Wash. Accordingly, during construction the Project would not conflict with the Bedford-Coldwater GSP, and impacts would be less than significant.

Operations-Related Water Quality Impacts

Following construction activities, infiltration on the Project site largely would be precluded and would be limited to landscaped areas, as remaining areas of the Project site would be covered with impervious surfaces (e.g., buildings, drive aisles). However, under existing conditions, runoff generated on site and within the building site to the south is conveyed easterly into the Temescal Wash. These conditions would not substantially change under the proposed Project. That is, all runoff generated on the site would be conveyed to the Project's proposed underground storage systems, and runoff would discharge directly into the Temescal Wash following detention and water quality treatment by the proposed MWS units. Although the Project would result in a slight reduction of peak flows from the site as compared to existing conditions, the total amount of runoff allowed to infiltrate into the groundwater table would be similar to existing conditions. Furthermore, under long-term operating conditions, the proposed MWS are designed to treat the Project's pollutants of concern. Thus, with implementation of the proposed Project, Project related runoff would not contribute to or exacerbate existing water quality impairments within the BCGS area. As such, the Project would not conflict with the Bedford-Coldwater GSP, and impacts would be less than significant.

Conclusion

Based on the preceding analysis, the Project would not conflict with the Bedford-Coldwater Basin GSP or the Santa Ana River Basin Plan. Therefore, the Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan, and impacts would be less than significant.

Mitigation

No mitigation is required.

Monitoring

No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
LAND USE AND PLANNING Would the Project:				
24. Land Use				
a) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s)

Riverside County, Map My County.
https://gis1.countyofriverside.us/Html5Viewer/?viewer=MMC_Public

Findings of Fact

- a) **Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?**

Less Than Significant Impact

Under existing conditions, the Project site is designated by the Riverside County General Plan and the Temescal Canyon Area Plan (TCAP) as CD-CR (CC). The zoning is C-P-S (Scenic Highway Commercial). The Project Applicant proposes to develop the site with a three-story office building, which is an allowed use under the C-P-S zoning classification. As demonstrated throughout this Initial Study, there are no components of the Project that would conflict with any goals or policies of the General Plan nor with the requirements of the site’s underlying zoning classification of C-P-S. Furthermore, the analysis contained throughout this Initial Study demonstrates that the Project would not conflict with any other policies or requirements adopted for the purpose of avoiding or mitigating an environmental effect, including the Western Riverside County MSHCP and the Riverside County CAP Update. Therefore, the Project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and impacts would be less than significant.

- b) **Would the Project disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?**

No Impact

Based on a review of aerial photographs, the Project site is currently surrounded by developed land. Interstate 15 is located adjacent to the west of the Project site, with Knabe Road beyond. Across Temescal Canyon Road to the east is a Bar and residential homes beyond. Adjacent to the north and south of the Project site are single-family residential homes. Accordingly, the proposed Project would not disrupt or divide the physical arrangement of an established community, and no impact would occur.

Mitigation

No mitigation is required.

Monitoring

No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
MINERAL RESOURCES Would the Project:				
25. Mineral Resources				
a) Result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Potentially expose people or property to hazards from proposed, existing, or abandoned quarries or mines?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s)

Riverside County General Plan (Adopted 2015), Figure OS-6 “Mineral Resource Zones.”

Findings of Fact

- a) **Would the Project result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State?**

Less Than Significant Impact

According to mapping information available from the California Geological Survey (CGS), the Project site is not located within a mineral resources zone. The Project site is located outside of the areas previously mined, and is located in an area surrounded with prior existing development. Approximately 0.5 miles to the east of the Project site, Gail Materials, Inc. is identified as a Mineral Resource Zone 2 (MRZ-2); however, based on the former nature of these operations, the distance from the Project site, and the surrounding development of the area, the development of the Project site would not 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, and impacts would be less than significant.

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

Less Than Significant Impact

The Project site is zoned C-P-S for Commercial Scenic Highway development. There are no other plans, including Specific Plans, that apply to the Project site and that identify the site as a locally important mineral resource recovery site. Thus, the Project would not result in the loss of availability of a locally important mineral resource recovery site, and impacts would be less than significant.

- c) **Would the Project potentially expose people or property to hazards from proposed, existing or abandoned quarries or mines?**

Less Than Significant Impact

Based on a review of aerial photography, there is no evidence of any existing or abandoned quarries on the Project site or in the immediate Project vicinity. No evidence shows that hazards, abandoned

mines, or quarries exist or have existed on the Project site. Thus, the Project would not potentially expose people or property to hazards from proposed, existing, or abandoned quarries or mines, and impacts would be less than significant.

Mitigation

No mitigation is required.

Monitoring

No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
NOISE Would the Project:				
26. Airport Noise				
a) For a Project located within an airport land use plan or, where such a plan has not been adopted, within two (2) miles of a public airport or public use airport would the Project expose people residing or working in the Project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) For a Project located within the vicinity of a private airstrip, would the Project expose people residing or working in the Project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s)

Riverside County, Map My County.

https://gis1.countyofriverside.us/Html5Viewer/?viewer=MMC_Public

Findings of Fact

a) For a Project located within an airport land use plan or, where such a plan has not been adopted, within two (2) miles of a public airport or public use airport would the Project expose people residing or working in the Project area to excessive noise levels?

No Impact

The nearest airport to the Project site is the Corona Municipal Airport, located approximately 8.3 miles northwest of the Project site. Thus, the Project site is not located within 2 miles of a public airport or within an airport land use plan. According to Map N-5 of the Corona General Plan 2020-2040, the Project site is located approximately 7 miles southeast of the 55 dBA (decibels A-weighted) CNEL noise contour for the Corona Municipal Airport. As shown on page N-5 of the General Plan Noise Element, noise levels of 55 dBA CNEL are considered “Normally Acceptable” for commercial uses. Accordingly, the Project would not expose people residing or working in the Project area to excessive noise levels associated with airport operations, and there would be no impacts.

b) 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?

No Impact

As previously indicated above, the Project site is not within the vicinity of a private airstrip or heliport. The nearest private airstrip or heliport to the Project site is located within the City of Lake Elsinore, located approximately 16.0 miles southeast of the Project site. Due to the distance between the closest private airstrip or heliport and the Project site, the Project has no potential to expose people residing or working in the Project area to excessive noise levels associated with private airports, and there would be no impacts.

Mitigation

No mitigation is required.

Monitoring

No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
NOISE Would the Project:				
27. Noise Effects by the Project				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan, noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive ground-borne vibration or ground-borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s)

Riverside County General Plan, Table N-1 (“Land Use Compatibility for Community Noise Exposure”), Project Application Materials, Noise Assessment (**Appendix I**).

Findings of Fact

a) Would the Project cause 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?

Less Than Significant Impact

The Project site is located in a developed area of Temescal Valley in unincorporated Riverside County within the sphere of influence of the City of Corona. The nearest structure is located approximately 45 linear feet away from the nearest Project site boundary.

The ambient noise in the area of the Project site was measured at certain locations as shown on **Figure 9**, Ambient Noise Level Measurement Locations. **Table 6**, Ambient Noise Level Measurements, shows the results of the measurements.

Figure 9: Ambient Noise Level Measurement Locations



Table 6 – Ambient Noise Level Measurements

Location	Distance to Project Center	Description	Average Noise Level dBA (Leq)	Maximum Noise Level (Lmax)
#1	140 feet	Project Site (east side)	65.8	74.7
#2	680 feet	Residence North Side by Leroy Street	62.0	65.7
#3	1,850 feet	Creekside Mobile Estates Gate	68.2	77.4
#4	1,100 feet	Terrano Apartments	54.3	61.2

Noise-Sensitive Land Uses

Noise-sensitive land uses are locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. Sensitive receptor locations are generally identified as facilities where it is possible that an individual could remain for 24 hours. Commercial and industrial facilities are not included in the definition of “sensitive receptor,” because employees typically are present for shorter periods of time, such as 8 hours.

Residences, schools, hospitals, guest lodging, libraries, churches, nursing homes, auditoriums, concert halls, amphitheatres, playgrounds, and parks are considered noise sensitive. The nearest sensitive receptors to the Project site are residences located adjacent to the north and south of the Project site. The north residence is approximately 108 feet north of the property center and approximately 45 feet from the northern boundary. The south residence is approximately 165 feet south of the property center and approximately 80 feet from the southern boundary.

The nearest schools are the Temescal Canyon Elementary School located approximately 1.4 miles to the south and Woodrow Wilson Elementary School located approximately 2 miles northwest.

Table 7 – Nearest Noise Sensitive Receptor Locations

Receptor	Distance from Project Site Boundary (feet)	Distance from Project Construction Center (feet)
Residence South	80	165
Residencial Northeast (mobile home park)	165	320
Residence – North	45	105

Source: Google Earth Pro, September 13, 2023

Construction-Related Noise Impacts

Construction activities that would create noise include: site preparation, grading, building construction, paving, and architectural coating. Noise levels associated with the construction will vary with the different types of construction equipment, the duration of the activity, and distance from the source. Construction noise will have a temporary or periodic increase in the ambient noise level above the existing levels within the Project vicinity. The nearest sensitive receptors to the Project site are residences located adjacent to the north and south of the Project site, The north residence is approximately 108 feet north of the property center and approximately 45 feet from the northern boundary. The south residence is approximately 165 feet south of the property center and approximately 80 feet from the southern boundary. To estimate the potential impact of construction noise at the nearest sensitive receptors, equipment that is expected to be used during construction was input into the Federal Highway Administration Roadway Construction Noise Model (RCNM) version 1.1 to generate anticipated noise levels. The RCNM generates the maximum noise levels (Lmax) and the equivalent continuous sound level (Leq). The Leq is a calculation of the anticipated steady sound pressure level which, over a given time period (day, evening, night) has the same total energy as the actual fluctuating noise. The RCNM also uses an acoustical use factor in the noise calculations. The acoustical use factor is the percentage of time each piece of construction equipment is assumed to be operating at the full power level and is used to estimate the Leq values from the Lmax values. For example, typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Noise levels will be loudest during the site preparation and grading phases. Table 8, Construction Equipment Noise Levels at the Nearest Receptor, identifies the level of noise generated by construction equipment.

Table 8 – Construction Equipment Noise Levels at the Nearest Sensitive Receptor (North Multi-Family Residence)

Source	Approximate Distance to Nearest Receptor ¹ (Property Line to Construction Site) (feet)	Sound Level at Nearest Receptor		
		Lmax	Acoustical Use Factor (%)	Leq
Backhoe	45	78.5	40	74.5
Concrete Mixer Truck	45	79.7	40	75.7
Compressor (air)	45	78.6	40	74.6
Concrete Pump Truck	45	82.3	20	75.3
Crane	45	81.5	16	73.5

Dozer	45	82.6	40	78.6
Dump Truck	45	77.4	40	73.4
Excavator	45	81.6	40	77.6
Flat Bed Truck	45	80.0	40	76.0
Front End Loader	45	81.5	40	78.5
Generator	45	85.9	50	81.9
Grader	45	75.6	40	68.6
Man Lift	45	78.1	20	75.1
Paver	45	77.2	50	58.0
Pickup Truck	45	75.9	40	71.9
Pneumatic Tools	45	86.1	50	83.1
Roller	45	80.9	20	73.9
Scraper	45	84.5	40	80.9
Tractor	45	84.9	40	80.9
Welder / Torch	45	74.9	40	70.9

Source	Approximate Distance to Nearest Receptor ¹ (Property Line to Construction Site) (feet)	Sound Level at Nearest Receptor		
		Lmax	Acoustical Use Factor (%)	Leq
Backhoe	45	78.5	40	74.5
Concrete Mixer Truck	45	79.7	40	75.7
Compressor (air)	45	78.6	40	74.6
Concrete Pump Truck	45	82.3	20	75.3
Crane	45	81.5	16	73.5
Dozer	45	82.6	40	78.6
Dump Truck	45	77.4	40	73.4
Excavator	45	81.6	40	77.6
Flat Bed Truck	45	80.0	40	76.0
Front End Loader	45	81.5	40	78.5
Generator	45	85.9	50	81.9
Grader	45	75.6	40	68.6
Man Lift	45	78.1	20	75.1

Paver	45	77.2	50	58.0
Pickup Truck	45	75.9	40	71.9
Pneumatic Tools	45	86.1	50	83.1
Roller	45	80.9	20	73.9
Scraper	45	84.5	40	80.9
Tractor	45	84.9	40	80.9
Welder / Torch	45	74.9	40	70.9

Source: Noise Assessment (**Appendix I**).

Table 9 – Construction Equipment Noise Levels at the Nearest Sensitive Receptor (South Commercial to Center and Mobile Home Park from Boundary)

Source	Approximate Distance to Nearest Receptor ¹ (Property Line to Construction Site) (feet)	Sound Level at Nearest Receptor		
		Lmax	Acoustical Use Factor (%)	Leq
Backhoe	165	67.2	40	63.2
Concrete Mixer Truck	165	68.4	40	64.5
Compressor (air)	165	67.3	40	63.3
Concrete Pump Truck	165	71.0	20	64.0
Crane	165	70.2	16	62.2
Dozer	165	71.3	40	67.3
Dump Truck	165	66.1	40	62.1
Excavator	165	70.3	40	66.4
Flat Bed Truck	165	63.9	40	59.9
Front End Loader	165	68.7	40	64.8
Generator	165	70.3	50	67.2
Grader	165	74.6	40	70.7
Man Lift	165	64.3	20	57.3
Paver	165	66.8	50	63.8
Pickup Truck	165	64.6	40	60.7
Pneumatic Tools	165	74.8	50	71.8
Roller	165	69.6	20	62.6
Scraper	165	73.2	40	69.2
Tractor	165	73.6	40	69.7
Welder / Torch	165	63.6	40	59.7

Source: Noise Assessment (**Appendix I**).

The highest anticipated construction noise levels would be from the use of pneumatic tools with a level of 86.1 dBA Lmax and 83.1 dBA Leq.

The County of Riverside has set restrictions to control noise impacts from construction activities. Code of Ordinances 9.52.020 Exemptions (J) restricts construction activities for projects located within one-quarter (1/4) mile from an inhabited dwelling 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 between 6:00 p.m. and 7:00 a.m. during the months October through May.

With implementation of the above standard conditions of approval, construction noise impacts would be less than significant.

While the County establishes limits to the hours during which construction activity may take place, it does not identify specific noise level limits for construction noise levels. Therefore, to evaluate whether the Project will generate a substantial increase in the short-term noise levels at the offsite sensitive receptors (residences), the construction-related noise level threshold is based on the National Institute for Occupational Safety and Health (NIOSH) recommended exposure limit (REL) for occupation noise exposure at 85 dBA, as an 8-hour time-weighted average (85 dBA – 8-hr TWA). Using the equipment from the Air Quality GHG Technical Memorandum CalEEMod data for the Site Preparation and Grading Phases, each piece of equipment operating at the same time in the same location for a full 8-hour period was calculated with results provided in Table 3-5, Worse Case Construction Noise Levels (Site Preparation & Grading).

Table 10 – Worst Case Construction Noise Levels (Site Preparation & Grading)

Phase	Equipment Type	Number of Units	Leq dBA/unit	Leq dBA Total
Site Preparation	Tractor/Loader/Backhoe	1	74.5	74.5
Site Preparation	Grader	1	68.6	68.6
Site Preparation	Rubber Tire Dozers	1	67.3	67.3
Site Preparation	Total Noise Level			76.1
Grading	Grader	1	68.6	68.6
Grading	Tractor/Loader/Backhoe	2	74.5	77.5
Grading	Rubber Tired Dozer	1	67.3	67.3
Grading	Total Noise Level			78.4

The highest individual equipment noise level at the nearest sensitive receptor as indicated in Table 8 will be at 86.1 dBA (Lmax) and 83.1 dBA (LEQ) from pneumatic tools. During the construction phase the noise levels will be the highest during site preparation and grading as heavy equipment pass along the Project site boundaries. During the site preparation and grading phases, which produce the highest noise levels, equipment will not be stationary, rather equipment will be moving throughout the site at varying speeds and power levels and as a result not operating at the maximum noise level for the entire workday. Using the default equipment type and number for the site preparation and grading phases from the CalEEMod AQ report the potential noise impacts of the equipment operating simultaneously and in the same area of the property closest to the closest residential uses the construction noise impacts would be 76.1 Leq dBA during site preparation and 78.4 Leq dBA during grading operations.

The levels of noise at the nearest sensitive receptor as indicated in Table 8, 9, and 10 are all below the NIOSH REL of 85 dBA 8-hour TWA and would be less than significant. Construction noise is of short-term duration and will not present any long-term impacts on the project site or the surrounding area.

Operations-Related Noise Impacts

Off-Site Traffic Noise Impacts

Vehicle noise is a combination of the noises produced by the engine, exhaust, and tires. The primary source of noise generated by the Project will be from the vehicle traffic generated by the vehicle ingress and egress to the Project site. Under existing conditions, the site does not generate any traffic noise that impacts the surrounding area.

According to the Federal Highway Administration, *Highway Traffic Noise Analysis and Abatement Policy and Guidance*, the level of roadway traffic noise depends on three things: 1) the volume of the traffic, 2) the speed of the traffic, and 3) the number of trucks in the flow of the traffic. Generally, the loudness of traffic noise is increased by heavier traffic volumes, higher speeds, and greater numbers of trucks. These factors are discussed below.

Volume of the Traffic

Upon buildout, the proposed Project is expected to generate approximately 241 average daily vehicle trips (ADT) during weekdays. The current average daily vehicle trips along Temescal Canyon Road in the Project area are approximately 11,811 ADT.³

According to Caltrans, the human ear can begin to detect sound level increases of 3 decibels (dB) in typical noisy environments.⁴ A doubling of sound energy (e.g., doubling the volume of traffic on a highway) that would result in a 3-dBA increase in sound, would generally be barely detectable. Implementation of the Project will increase traffic volumes in the area occurring along Inland Center Drive and Hillcrest Avenue but not to the extent that traffic volumes will be doubled creating a +3dBA noise increase or result in a perceivable noise increase. Therefore, operational noise impacts would be less than significant.

Speed of Traffic

Temescal Canyon Road is a 4-lane road and has a posted speed limit of 45 mph.

Number of Trucks in the Flow of the Traffic

The Project is an office building development in a mixed-use area consisting of commercial, residential, and industrial uses. The office building land use will not routinely generate noise from large trucks.

To determine the noise impacts, traffic data from the County of Riverside Transportation Department Traffic Counts 2020 were used, which indicated a daily traffic volume of 11,811 vehicles per day. Average Daily Traffic counts were converted to peak hour estimates at a rate of 0.075 ADT. Traffic vehicle mix was estimated at 97 percent automobile, 2 percent light truck, and 1 percent heavy trucks at the posted 45 miles per hour roadway speed limit. Additionally, the highest number of trips generated by the proposed Project's 241 vehicle trips per day were included as all occurring at peak hour to provide for a worst-case estimate the Project's traffic noise impacts. Based on the results of the FHWA Traffic Model, the addition of 241 peak hour trips does not result in a perceptible increase in dBA.

Future Traffic Noise Levels along Existing Roadways Segments

The roadway noise impacts from vehicular traffic were projected using a computer program that replicates the Federal Highway Administration (FHWA) Traffic Noise Prediction Model- FHWA-RD-77-108 (the "FHWA Model"). The FHWA Model arrives at a predicted noise level through a series of adjustments to the Reference Energy Mean Emission Level (REMEL). Adjustments are then made to the REMEL to account for: the roadway classification (e.g., collector, secondary, major or arterial), the roadway active width (i.e., the distance between the center of the outermost travel lanes on each side of the roadway), the total average daily traffic (ADT), the travel speed, the percentages of automobiles, medium trucks, and heavy trucks in the traffic volume, the roadway grade, the angle of view (e.g., whether the roadway view is blocked), the site conditions ("hard" or "soft" relates to the absorption of the ground, pavement, or landscaping), and the percentage of total ADT which flows each hour throughout a 24-hour period.

³ <https://trans.rctlma.org/sites/g/files/aldnop401/files/migrated/Portals-7-documents-Traffic-2020-TRANS-WEB-COUNTS.PDF>, Accessed: September 28, 2023

⁴ Caltrans, Traffic Noise Analysis Protocol, April 2020, p.7-1.

The Community Noise Equivalent Level (CNEL) is the 24-hour A-weighted average for sound, with corrections for evening and nighttime hours. The corrections require an addition of 5 decibels to sound levels in the evening hours between 7:00 p.m. and 10:00 p.m. and an addition of 10 decibels to sound levels at nighttime hours between 10:00 p.m. and 7:00 a.m. These additions are made to account for the increased sensitivity during the evening and nighttime hours when sound appears louder.

A vehicle's noise level is a combination of the noise produced by the engine, exhaust, and tires. The cumulative traffic noise levels along a roadway segment are based on three primary factors: the amount of traffic, the travel speed of the traffic, and the vehicle mix ratio or number of medium and heavy trucks. The intensity of traffic noise is increased by higher traffic volumes, greater speeds, and increased number of trucks.

Future construction of the proposed Project would increase the ADT by approximately 241 trips on weekdays.

Figure 10 is the noise contour map generated from the Federal Highway Administration (FHWA) Traffic Noise Model 3.5 showing the estimated traffic noise that will be generated with the current traffic along Temescal Canyon Road and with the Project. To determine the noise impacts traffic data from the County of Riverside Transportation Department Traffic Counts 2020⁵ were used which indicated a daily traffic volume of 11,811 vehicles per day. Average Daily Traffic counts were converted to peak hour estimates at a rate of 0.075 ADT. Traffic vehicle mix was estimated at 97 percent automobile, 2 percent light truck, and 1 percent heavy trucks at the posted 45 miles per hour roadway speed limit. Additionally, the highest number of trips generated by the proposed project 241 vehicle trips per day were included as all occurring at peak hour to provide for a worse case estimate the Project traffic noise impacts.

As indicated in Figure 10 and 11 the noise contours for Temescal Canyon Road shows the proposed Project's impacts do not increase the noise levels. As indicated in the noise contour exhibits and Table 11 impacts along Temescal Canyon Road in the Project Area will not result in new significant noise impacts.

⁵ <https://trans.rctlma.org/sites/g/files/aldnop401/files/migrated/Portals-7-documents-Traffic-2020-TRANS-WEB-COUNTS.PDF.pdf> Accessed: September 28, 2023

Figure 10: Existing Traffic Noise Contours



Figure 11: Existing Plus Project Traffic Noise Contours



Table 11 – Noise Level Comparison Existing vs. Existing Plus Project

Receptor	Existing Traffic Noise Level (dBA)	Existing Plus Project Noise Level (dBA)	Noise Level Difference (dBA)
Receptor 1	63.3	63.3	0
Receptor 2	54.7	54.7	0

Operations-Related (Stationary) Noise

At the time this noise analysis was prepared, the future tenants of the proposed Project were unknown. The on-site Project-related noise sources are expected to include roof-top heating ventilation and air conditioning units (HVAC) and parking lot vehicle movements. This noise analysis is intended to describe noise level impacts associated with the expected typical operational (stationary source) activities at the Project site.

For a point source in free field conditions, sound decreases according to the inverse square law:

$$L_2 = L_1 - 20\log_{10}\left(\frac{r_2}{r_1}\right)$$

For the HVAC where:

- $L_1 = 88$ dBA
- $r_1 = 1$ ft
- $r_2 = 80$ ft

Using the equation:

$$L_2 = 88 - 20\log_{10}\left(\frac{80}{1}\right)$$

Since: $20\log_{10}(80) = 38.06$

Then: $L_2 = 88 - 38.06 = 49.94$ dBA

Additionally, the roof of the proposed Project has a parapet that is approximately 5 ½ foot high that will block the line of site from the residence to the north. According to the Federal Highway Administration Noise Barrier Design Handbook a simple barrier that blocks the line of site will provide approximately 5 dBA reduction. Therefore, the HVAC system noise level at the closest sensitive receptor north of the site will be 44.94 dBA.

For the Parking Lot Noise where:

- $L_1 = 54.4$ dBA
- $r_1 = 25$ ft
- $r_2 = 63$ ft

Using the equation:

$$L_2 = 54.4 - 20\log_{10}\left(\frac{63}{25}\right)$$

Since: $20\log_{10}(2.52) = 8.03$

Then: $L_2 = 54.4 - 8.036 = 46.4$ dBA

Therefore, the Parking Lot noise level at the closest sensitive receptor north of the site will be 46.4 dBA.

Table 12 – Reference Noise Level Measurements

Noise Source	Reference Distance (feet)	Reference Noise Level (dBA)	Distance to Receptor (feet)	Noise Level (dBA)
Rooftop HVAC no barrier ¹	1	88	80	49.94
Rooftop HVAC w/barrier ¹	1	88	80	44.94
Parking Lot Activity ²	25	54.4	63	46.4

1 Reference Level Lennox 10-ton air handler unit (AHU) manufacturer specifications.
 2 Reference Level collected at Amazon Fulfillment Center ONT-6 (24208 San Michele Road, Moreno Valley)

Traffic associated with parking lots is typically not at a sufficient level to exceed the community noise standards. The total parking spaces estimated for the Project is for 93 vehicles, the reference noise levels were taken at a parking lot that can accommodate approximately 1,000 vehicles. The Project’s parking lots are substantially smaller, and no significant noise impacts off-site from the parking lot use would be anticipated.

The USEPA identifies noise levels affecting health and welfare as exposure levels over 70 dBA over 24 hours. Noise levels for various levels are identified according to the use of the area. Levels of 45 dBA are associated with indoor residential areas, hospitals, and schools, whereas 55 dBA is identified for outdoor areas where typical residential human activity takes place. According to the USEPA, levels of 55 dBA outdoors and 45 dBA indoors are identified as levels of noise considered to permit spoken conversation and other activities such as sleeping, working, and recreation, which are part of the daily human condition.⁶ Levels exceeding 55 dBA in a residential setting are normally short and not significant in affecting the health and welfare of residents. The Project site and surrounding properties are zoned for commercial and industrial use with existing commercial and industrializes use. However, the nearest existing sensitive receptor is a multi-residential structure approximately 45 feet from the north Project site boundary. According to the Riverside County General Plan Noise Element Table N-1 for Residential-Multiple Family land use category has a normally acceptable noise level of 45 to 65 dBA and a conditionally acceptable noise level of 60 to 70 dBA. The existing noise level measured on the Project site is 65.8 dBA and falls within the County’s conditionally acceptable noise level.

Noise estimates would represent a worse-case scenario as the HVAC system, and the majority of parking lot activity would be at a distance greater than 45 feet away. The Project also includes a 53-space enclosed parking structure which would limit parking lot noise to the 40 spaces located to on the west side of the office structure. According to the Project site plan the exterior HVAC systems will be on the western side of the structures roof approximately 80 feet and with a 5 ½ foot parapet wall that will block the line of site to the closet sensitive receptor located in the residential unit to the north. The parapet barrier according to the Federal Highway Administration Noise Barrier Design Handbook a simple barrier that blocks the line of site will provide minimally a 5 dBA reduction. The closet parking space is approximately will be the ADA accessible space located 63 feet from the nearest sensitive receptor. As shown in Table 12 above, at the source the rooftop HVAC unit produces 88 dBA measured at 1-foot from the source, at 180 feet this attenuates to 49.94 dBA and with the parapet wall the HVAC system noise level at the closest sensitive receptor north of the site will be 44.94 dBA. The parking lot activity produces 54.4 dBA measured at 25 feet and at 63 feet this attenuates to 46.4 dBA. The combined operational sources at the closest sensitive receptor would be approximately 48.74 dBA (combined logarithmically), falling well below the existing ambient of 65.8 dBA. Adding the Project’s operational noise level of 48.74 with the existing ambient level of 65.8 dBA would logarithmically

6 USEPA “EPA Identifies Noise Levels Affecting Health and Welfare.” <https://www.epa.gov/archive/epa/aboutepa/epa-identifies-noise-levels-affecting-health-and-welfare.html>, Accessed September 28, 2023.

produce a combined noise level of 65.88 dBA a 0.08 dBA increase. According to the Federal Highway Administration (FHWA) Noise Fundamentals a 3dB increase is barely perceptible/detectable to the human ear. The Project's 0.08 dB increase therefore would not be perceptible at the nearest sensitive receptor.

According to the Riverside County General Plan Noise Element Table N-1 for Residential-Multiple Family land use category has a normally acceptable noise level of 45 to 65 dBA and a conditionally acceptable noise level of 60 to 70 dBA. The existing ambient noise level of 65.8 dBA falls within the conditionally acceptable noise level and the Project's operational noise contribution of 0.08 dBA would not substantially or significantly increase the noise at the adjacent multi-family residence to the north.

b) Would the Project cause generation of excessive ground-borne vibration or ground-borne noise levels?

Less Than Significant Impact

Construction-Related Vibration

During construction the operation and movement of heavy equipment create seismic waves that radiate along the ground surface in all directions. These waves are felt as ground vibrations. Vibrations from construction can result in effects ranging from annoyance to people to structure damage. Vibration levels are impacted by geology, distance, and frequencies. According to the Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, September 2018⁷, while ground vibrations from construction activities do not often reach the levels that can damage structures, construction vibration may result in building damage or prolonged annoyance from activities such as blasting, piledriving, vibratory compaction, demolition, and drilling or excavation near sensitive structures. The Project does not require these types of construction activities. Vibration amplitude and impact decreases with distance, and perceptible groundborne vibration is generally limited to areas within 100 to 200 feet of the construction activity. The vibration standard used to evaluate the Project's vibration impacts is taken from the Caltrans Transportation and Construction Vibration Guidance Manual (2020). Based on the Caltrans guidance, construction vibration impacts would be considered significant if vibration levels exceed 0.2 in/sec. peak particle velocity (PPV), which is the limit at which vibration becomes distinctly perceptible.

Table 13 – Vibration Source Levels for Construction Equipment

Equipment	PPV (in/sec) at 25 feet
Small bulldozer	0.003
Jackhammer	0.035
Loaded Trucks	0.076
Large bulldozer	0.089

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment, September 2018.

The closest sensitive receptor to the Project property line is minimally 45 feet from the property line. The estimated construction vibration level from a large bulldozer (worst case scenario) measured at 25 feet would create a vibration level of 0.089 in/sec, which does not exceed the 0.2 in/sec threshold. Therefore, the vibrations at the nearest sensitive receptor will remain well below the strongly perceptible annoyance criteria and potential residential vibration damage criteria thresholds listed in the Caltrans Transportation and Construction Vibration Guidance Manual (April 2020) at or beyond the lot line. The proposed Project therefore is not considered to result in exposure of people to excessive ground vibration.

⁷ <https://www.transit.dot.gov/research-innovation/transit-noise-and-vibration-impact-assessment-manual-report-0123>

Operations-Related Vibration

During operations of the Project following construction the primary source of vibration would be from automobile vehicle traffic. Traffic vibration levels are dependent on vehicle characteristics, load, speed, and pavement conditions. Typical vibration levels from heavy truck activity at normal traffic speeds are in the order of 0.004 in/sec PPV at 25 feet based on the FTA's Transit Noise Impact and Vibration Assessment (2018). As the proposed Project is a Worship Center truck traffic which would create the largest vibration impact will be limited. Traffic once on site will be travelling at very low speeds and it is expected that traffic and any truck vibration impacts off site would not exceed the 0.2 in/sec PPV threshold.

Groundborne vibration levels from automobile traffic are generally overshadowed by vibration generated by heavy trucks that roll over the same uneven roadway surfaces. However, due to the rapid drop-off rate of groundborne vibration and the short duration of the associated events, vehicular traffic-induced groundborne vibration is rarely perceptible beyond the roadway right-of-way, and rarely results in vibration levels that would cause annoyance to people or damage to buildings in the vicinity. As such, impacts associated with ground-borne vibrations would be less than significant.

Mitigation

No mitigation is required.

Monitoring

No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
PALEONTOLOGICAL RESOURCES Would the Project:				
28. Paleontological Resources				
a) Directly or indirectly destroy a unique paleontological resource, site, or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Source(s)

Riverside County General Plan, Multipurpose Open Space Element, Figure OS-8 "Paleontological Sensitivity," Paleontological Resource Impact Mitigation Program ("PRIMP") Report, (Geotechnical and Infiltration Evaluation, GeoTek, September 2024)

Findings of Fact

- a) **Would the Project directly or indirectly destroy a unique paleontological resource, site, or unique geologic feature?**

Less Than Significant Impact with Mitigation Incorporated

According to the Riverside County General Plan and the Corona General Plan 2020-2040, the Project site is located in an area with low potential for paleontological resources. However, there is a remote potential that paleontological (fossil) resources could be encountered during Project-related ground-disturbing construction activities. Accordingly, the Project has a remote potential to encounter and impact a paleontological resource. Mitigation is provided herein under **MM PAL-1** to ensure identification and proper treatment of any discovered resources to reduce the potentially significant impact to a level of less than significant.

Mitigation

MM PAL-1: Inadvertent Discovery of Paleontological Resources.

Prior to issuance of grading permits:

1. The applicant shall retain a qualified paleontologist approved by the County to create and implement a project-specific plan for monitoring site grading/earthmoving activities (project paleontologist).
2. The project paleontologist retained shall review the approved development plan and grading plan and conduct any pre-construction work necessary to render appropriate monitoring and mitigation requirements as appropriate. These requirements shall be documented by the project paleontologist in a Paleontological Resource Impact Mitigation Program (PRIMP). This PRIMP shall be submitted to the County Geologist for approval prior to issuance of a Grading Permit. Information to be contained in the PRIMP, at a minimum and in addition to other industry standards and Society of Vertebrate Paleontology standards, are as follows:
 - a. A corresponding and active County Grading Permit (BGR) Number must be included in the title of the report. PRIMP reports submitted without a BGR number in the title will not be reviewed.
 - b. PRIMP must be accompanied by the final grading plan for the subject project.
 - c. Description of the proposed site and planned grading operations.
 - d. Description of the level of monitoring required for all earth-moving activities in the project area.
 - e. Identification and qualifications of the qualified paleontological monitor to be employed for grading operations monitoring.
 - f. Identification of personnel with authority and responsibility to temporarily halt or divert grading equipment to allow for recovery of large specimens.
 - g. Direction for any fossil discoveries to be immediately reported to the property owner who in turn will immediately notify the County Geologist of the discovery.
 - h. Means and methods to be employed by the paleontological monitor to quickly salvage fossils as they are unearthed to avoid construction delays.
 - i. Sampling of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates.
 - j. Procedures and protocol for collecting and processing of samples and specimens.
 - k. Fossil identification and curation procedures to be employed.
 - l. Identification of the permanent repository to receive any recovered fossil material. *Pursuant the County ?SABER Policy?, paleontological fossils found in the County should, by preference, be directed to the Western Science Center in the City of Hemet. A written agreement between the property owner/developer and the repository must be in place prior to site grading.
 - m. All pertinent exhibits, maps, and references.
 - n. Procedures for reporting of findings.
 - o. Identification and acknowledgement of the developer for the content of the PRIMP as well as acceptance of financial responsibility for monitoring, reporting and curation

fees. The property owner and/or applicant on whose land the paleontological fossils are discovered shall provide appropriate funding for monitoring, reporting, delivery and curating the fossils at the institution where the fossils will be placed and will provide confirmation to the County that such funding has been paid to the institution.

- p. All reports shall be signed by the project paleontologist and all other professionals responsible for the report's content (e.g., PG), as appropriate. One signed digital copy of the report(s) shall be submitted by email to the County Geologist (dwalsh@rivco.org) along with a copy of this condition and the grading plan for appropriate case processing and tracking. These documents should not be submitted to the project Planner, Plan Check staff, Land Use Counter or any other County office. In addition, the applicant shall submit proof of hiring (e.g., copy of executed contract, retainer agreement) a project paleontologist for the in-grading implementation of the PRIMP. Safeguard Artifacts Being Excavated in Riverside County (SABER).

Monitoring

Monitoring shall be conducted by a qualified Paleontologist in coordination with the County Geologist.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
POPULATION AND HOUSING Would the Project:				
29. Housing				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s)

Project Application Materials, GIS database, Riverside County General Plan Housing Element

Findings of Fact

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

Less Than Significant Impact

The proposed Project would not directly induce substantial unplanned population growth in the area through the development of housing, as the Project proposes commercial development in the form of an office building. The proposed Project site is zoned C-P-S for Scenic Highway Commercial, and the proposed development of the Project would be consistent with the applicable land use designations set forth by the County of Riverside and the zoning designations for the area. Growth in these areas, therefore, are anticipated based on the applicable zoning, and unplanned substantial population growth

would not be induced by the Project. As such, impacts associated with the proposed development would be considered less than significant.

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

No Impact

As identified previously, the proposed Project is located on a property that is undeveloped, adjacent to I-15 and Temescal Canyon Road to the north and south, and single-family homes to the east and west. As such, under existing conditions there are no existing residents or housing on the Project site. Thus, the Project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere, and no impact would occur.

c) Would the Project create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income?

No Impact

As previously stated, the proposed Project would develop a vacant lot with one 3-story office building for general medical usage and would be consistent with the growth estimates made by the County of Riverside in the General Plan. For the purposes of this analysis, employment estimates were calculated using the *County of Riverside General Plan Housing Element, Appendix E-2 Socioeconomic Build-out Assumptions and Methodology* (revised April 2017). The General Plan estimated that the commercial businesses would employ 1 worker for every 300 square feet of commercial office space (24,712 square feet \pm 300 square feet = 82 employees). Based on this employment generation rate, the Project is expected to create approximately 82 new recurring jobs. According to the County's 2021-2029 Housing Element, unincorporated communities in Western Riverside County account for approximately 83% of the population of the unincorporated county overall. Additionally, the western unincorporated community, where the Project site is located, accounts for approximately 73% of the housing units, 78% of the households, and 84% of the employed population of the unincorporated county. The anticipated jobs generated as a part of the construction and operational phases of the Project could be filled from the local area, as Riverside County contains an ample supply of potential employees. Therefore, it is not anticipated that the labor demand caused by the Project would result in the addition of residents within Riverside County or surrounding jurisdiction or trigger the need for affordable housing. As such, no impacts would occur.

Thus, the Project would not increase the supply of housing within the County. No impacts would occur.

Mitigation

No mitigation is required.

Monitoring

No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 following public services:				
30. Fire Protection Services	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s)

Riverside County General Plan Safety Element

Findings of Fact

- a) **Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental 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 fire protection services?**

Less Than Significant Impact

Fire protection services to the Project area are provided by the Riverside County Fire Department (RCFD). The Riverside County Fire Department prepared the Fire Protection and Emergency Medical Master Plan to set goals and priorities for its future. The plan defines current and future needs and recommends goals and strategies to meet those needs. Further fire protection services to the Project area could be provided by the City of Corona Fire Department (CFD) through a mutual aid agreement between the CFD and RCFD.

Pursuant to the Riverside County Fire Department’s Fire Protection and Emergency Medical Master Plan, the Project would be classified as “Category II – Urban,” which requires a fire station be within 3 miles of the Project and a full first alarm assignment team operation on the scene within 15 minutes of dispatch. The closest RCFD Fire Station is RCFD Station 64, located at 25310 Campbell Ranch Road, Corona, CA 92883 (approximately 4.5 miles southeast of the Project site). Pursuant to the existing mutual aid agreement between RCFD and CFD, the Project site also could be served by CFD Fire Station 7, located at 3777 Bedford Canyon Road, Corona, CA 92883 (approximately 1.6 miles northwest of the Project site). Thus, the Project site is located within 3 miles of the nearest fire station, and full first alarm assignment team operations would be able to arrive on site within the required 15 minutes. Based on the Project site’s proximity to existing fire stations, the Project would be adequately served by fire protection services and no new or expanded unplanned facilities would be required to serve the Project.

Because the Project would incrementally affect fire protection services by placing an additional demand on existing RCFD and CFD resources if its resources are not augmented, the Project would be conditioned by the County to provide a minimum of fire safety and fire suppression support activities, including compliance with state and local fire codes, fire sprinklers, a fire hydrant system, paved access, and secondary access routes. The Project accommodates adequate access for emergency vehicles and 30-foot fire access lanes around the proposed building, and fire hydrants would be installed in accordance with RCFD requirements. Furthermore, the Project would be required to comply with the provisions of the County’s Development Impact Fee (DIF) Ordinance (Riverside County Ordinance No. 659), which requires a fee payment to assist the County in providing for fire protection services. Payment of the DIF fee would ensure that the Project provides fair share funds for the provision of

additional public services, including fire protection services, which may be applied to fire facilities and/or equipment, to offset the incremental increase in the demand for fire protection services that would be created by the Project. It should be noted that similar Projects in the area have been conditioned to provide fair share contributions towards a new fire station and/or apparatus, in addition to DIF. The Fire Department will evaluate the appropriate contribution upon resubmittal of the plans.⁸

Accordingly, and based on the foregoing analysis, the Project would not result in substantial physical impacts related to fire protection services, and impacts would be less than significant.

Mitigation

No mitigation is required.

Monitoring

No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 following public services:				
31. Sheriff Services	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s)

Riverside County General Plan

Findings of Fact

- a) **Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental 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 sheriff services?**

Less Than Significant Impact

Police protection services to the proposed Project would be provided by the Riverside County Sheriff's office, with the nearest sheriff station being the Riverside County Sheriff's Office, located at Latitude Way, Corona or approximately 7.75 miles north of the Project site. In addition, the Corona Police Department is located approximately 7.75 miles to the northwest of the Project site. The Project Applicant would develop the site with a 3-story office building and would introduce employees to the area, which would result in an incremental increase in demand for sheriff protection services; however, the Project is not anticipated to require or result in the construction of new or physically altered sheriff facilities.

The scale of the Project would not in and of itself result in the need for new or expanded sheriff facilities. Furthermore, the Project Applicant would be required to comply with Riverside County Ordinance No.

⁸ Email Communication, Olivia.Owens@fire.ca.gov, to tony@marshillstudio.com, RE: PPT230008 Fire Mitigations, Sent: Wednesday, May 21, 2025 12:52 PM.

659, which requires a DIF payment to the County for impacts to public services and facilities, including sheriff facilities and services. Payment of the DIF would ensure that funds are available for either the purchase of new equipment and/or the hiring of additional sheriff personnel to maintain the County's desired level of service for sheriff protection. Based on the foregoing discussion, the Project would receive adequate sheriff protection services and would not result in the need for new or physically altered sheriff facilities. Therefore, implementation of the Project would not result in a substantial adverse effect to sheriff protection services or due to the construction or expansion of sheriff facilities, and impacts would be less than significant.

Mitigation

No mitigation is required beyond mandatory compliance with Riverside County Ordinance No. 659.

Monitoring

No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 following public services:				
32. Schools	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s)

Riverside County General Plan

Findings of Fact

- a) **Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental 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 school services?**

No Impact

The Project does not propose residential uses, and therefore would not result in the generation of new students that would directly impact existing school demand, which would potentially necessitate new or expanded school facilities. Development of the commercial building would not create a direct demand for public school services, nor would it indirectly draw a substantial number of students to the area. The developments would serve the existing community and future employees of the development would primarily consist of existing County residents. In addition, although the Project would not directly create a demand for additional public school services, the Project Applicant would still be required to contribute fees to the Corona-Norco Unified School District (CNUSD) in compliance with SB50 (Greene), California Government Code §65995.5 to §65998, which allows school districts to collect fees from new developments to offset the costs associated with increasing school capacity needs. The payment of school mitigation impact fees authorized by SB 50 is deemed to provide "full and complete mitigation of impacts" on school facilities from the development of real property (California Government Code

§65995). Per the CNUSD Developer Fee Justification Study (Corona-Norco Unified School District 2024), commercial/industrial developments would be required to pay fees based on the number of employees required prior to issuance of a certificate of compliance from the CNUSD. Therefore, there would not be a need for new or expanded school facilities, and no impact would occur.

Mitigation

No mitigation is required.

Monitoring

No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 following public services:				
33. Libraries	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s)

Riverside County General Plan

Findings of Fact

- a) **Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental 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 library services?**

Less Than Significant Impact

The Project does not propose residential uses, and therefore would not result in new residents that would increase the demand on existing libraries in a way that would result in the need for new or expanded library facilities. The Project applicant would also be required to comply with the County’s DIF Ordinance (Riverside County Ordinance No. 659), which requires a fee payment by developers for the funding of future public facilities, including public libraries and other public facilities. This would offset any potential impacts to library facilities. Therefore, impacts would be less than significant, and no mitigation measures are necessary.

Mitigation

No mitigation is required.

Monitoring

No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 following public services:				
34. Health Services	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s)

Riverside County General Plan

Findings of Fact

- a) **Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental 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 health services?**

Less Than Significant Impact

The Project does not propose residential uses and therefore would not induce growth in the area that would result in the need for new or expanded health service facilities. In addition, the Project applicant would be required to comply with the County’s DIF Ordinance (Riverside County Ordinance No. 659), which requires a fee payment by developers for the funding of future public facilities, including public health facilities. Therefore, impacts would be less than significant, and no mitigation measures are necessary.

Mitigation

No mitigation is required.

Monitoring

No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
RECREATION Would the Project:				
35. Parks and Recreation				
a) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located within a Community Service Area (CSA) or recreation and park district with a Community Parks and Recreation Plan (Quimby fees)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s)

GIS database, Ord. No. 460, Section 10.35 (Regulating the Division of Land – Park and Recreation Fees and Dedications), Ord. No. 659 (Establishing Development Impact Fees), Parks & Open Space Department Review

Findings of Fact

- a) **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?**

Less Than Significant Impact

The Project does not include any type of residential use or other land use that may generate a population that would substantially increase the use of existing neighborhood and regional parks or other recreational facilities. The Project would develop one 3-story office building with an approximate total employment of 6 individuals, and it is anticipated that Project-generated jobs would be filled by residents living in the local area, or through development already planned by the Riverside County General Plan. Accordingly, implementation of the Project would not result in the increased use or substantial physical deterioration of an existing neighborhood or regional park, and impacts would be less than significant.

- b) **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?**

No Impact

The Project does not consist of the development of residential structures, and no construction or expansion of recreational facilities is proposed or required as part of the Project. Accordingly, the Project would not induce growth that would increase demand on recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment, and no impact would occur.

c) Would the Project be located within a Community Service Area (CSA) or recreation and park district with a Community Parks and Recreation Plan (Quimby fees)?

No Impact

The Project site is not located within the boundaries of any CSAs or recreation and park districts with a Community Parks and Recreation Plan and is not located within a park district subject to Quimby fees. As such, there would be no impacts.

Mitigation

No mitigation is required.

Monitoring

No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
RECREATION Would the Project:				
36. Recreational Trails				
a) Include the construction or expansion of a trail system?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s)

Riverside County General Plan, Circulation Element, Figure C-6 Riverside County Trails and Bikeway System, Specific Plan No. 521 (If applicable)

Findings of Fact

a) Would the Project include the construction or expansion of a trail system?

No Impact

No components of the proposed Project would preclude implementation of the planned Historic Trail and Design Guidelines Trail along Temescal Canyon Road. The construction or expansion of existing trails is not proposed as part of the Project. Therefore, because the Project would not include the construction or expansion of a trail system, no impact would occur.

Mitigation

No mitigation is required.

Monitoring

No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
TRANSPORTATION Would the Project:				
37. Transportation				
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Cause an effect upon, or a need for new or altered maintenance of roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Cause an effect upon circulation during the Project's construction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Result in inadequate emergency access or access to nearby uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s)

Riverside County General Plan, Project Application Materials; Temescal Canyon Road Office Project Trip Generation and VMT Screening Assessment, Fehr & Peers, July 2023

Findings of Fact

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

Less Than Significant Impact

In addition to Level of Service (LOS) standards established by the Riverside County General Plan, the only applicable programs, plans, ordinances, or policies addressing the circulation system are the County's General Plan, the Temescal Canyon Area Plan (TCAP), Riverside County ordinances, and the Riverside County Congestion Management Plan (CMP). Future development on site would be required to comply with all applicable Riverside County ordinances related to the circulation system, including, but not limited to, Ordinance No. 460 (relating to required access, roadway dedications, roadway design) and Ordinance No. 726 (relating to transportation demand management). Additionally, as part of their review of the proposed Project, Riverside County evaluated the Project for consistency with applicable General Plan and TCAP policies, as well as the requirements of applicable County ordinances, and found that the Project would not conflict with any applicable ordinances or with any of the goals and policies contained within the General Plan and the TCAP, including policies within the General Plan Circulation Element and the TCAP that relate to the circulation system, transit, roadway, bicycle, and/or pedestrian facilities. The proposed Project would be compatible with the objectives, policies, and programs specified in the Riverside County General Plan and the TCAP, and would be in general agreement and harmony with the terms and requirements of the General Plan and the TCAP.

Additionally, according to the Temescal Canyon Road Office Project Trip Generation and VMT Screening Assessment, the Project only would generate approximately 890 vehicular trips per day in terms of Passenger Car Equivalent (PCE) trips, including 77 PCE trips during the morning peak hour and 96 PCE trips during the evening peak hour. As such, and because the Project would generate fewer than 100 peak hour trips and would contribute fewer than 100 peak hour trips to any off-site study area intersection, the Project would not have the potential to result in impacts to any CMP facilities. Accordingly, impacts would be less than significant.

With respect to the Level of Service (LOS) standards established by the General Plan Circulation Element, the County's traffic study guidelines indicate that any use with trip generation of fewer than 100 vehicle trips during the peak hours are generally exempt from Traffic Analysis requirements. Because the Project would generate up to only 96 PCE trips during the peak hours, the Project Applicant is not required to conduct a detailed traffic analysis based on the County's traffic study guidelines. Additionally, the LOS standards identified by the Riverside County General Plan are aspirational, and indirect effects associated with the Project's nominal contribution to existing or Projected LOS deficiencies already are addressed throughout this Initial Study (e.g., impacts to air quality, energy, greenhouse gas emissions, and noise). Furthermore, pursuant to SB 743 and CEQA Guidelines §15064.3(a), "...a Project's effect on automobile delay shall not constitute an environmental impact." Therefore, for purposes of CEQA, the Project's nominal contribution to existing or projected LOS deficiencies at nearby transportation facilities would be less than significant.

Accordingly, and based on the preceding analysis, the proposed Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Impacts would be less than significant.

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

Less Than Significant Impact

To evaluate the Project's potential to conflict with CEQA Guidelines §15064.3, subdivision (b), a Project-specific technical study was prepared for the Project by Fehr & Peers. This report, entitled "Temescal Canyon Road Office Project Trip Generation and Vehicle Miles Traveled (VMT) Screening Evaluation" (herein, "VMT Evaluation"), is dated July 7, 2023, and is included as Technical Appendix J to this Initial Study. Provided below is a summary of the results of the VMT evaluation.

Background

Changes to California Environmental Quality Act (CEQA) Guidelines were adopted in December 2018, which require all lead agencies to adopt vehicle miles traveled (VMT) as a replacement for automobile delay-based level of service (LOS) as the new measure for identifying transportation impacts for land use Projects. This statewide mandate went into effect July 1, 2020. To aid in this transition, the Governor's Office of Planning and Research (OPR) released a Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018; herein, "Technical Advisory"). Based on OPR's Technical Advisory, the County of Riverside has recently adopted their Transportation Analysis Guidelines for Level of Service & Vehicle Miles Traveled (December 2020; herein, "County Guidelines"). The adopted County Guidelines have been utilized to prepare the analysis contained in the Project's VMT Evaluation (Technical Appendix J).

VMT Screening

The Project site is located within TAZ 2403. While a preliminary review of the WRCOG Tool indicates TAZ 2403 is not a Low-VMT area, the Project independently qualifies for screening under the Locas Essential Service and Small Project criteria, which supersedes the need for map-based TAZ analysis. The County Guidelines provide multiple independent screening criteria, and satisfaction of any one criterion is sufficient to presume a less-than-significant VMT impact. The following Project screening thresholds were selected for review based on their applicability to the proposed Project, the Project qualifies under two such criteria, as described below.

- Small Projects Screening
- High Quality Transit Areas (HQTA) Screening
- Local-Service Retail

- Affordable Housing
- Local Essential Service
- Map-Based Screening

The proposed Project need only meet one of the above screening criteria to result in a less-than significant impact.

Small Project

The Project qualifies under the Small Project screening criterion. The County Guidelines establish unit-based thresholds below which a project is presumed to generate insufficient VMT to result in a significant impact. A medical office building of 24,712 square feet falls within the County parameters of an office building with area less than 165,000 square feet⁹, and the Project therefore satisfies the Small Project criterion as well there is a less-than-significant impact with respect to Vehicle Miles Traveled under CEQA.

Local Essential Service

The County Guidelines identify Medical/Dental office buildings under 50,000 square feet as a qualifying Local Essential Service land use. The proposed Project consists of 24,712 square feet of medical office uses, which is well below the 50,000 square foot threshold. Accordingly, the Project satisfies the Local Essential Service screening criteria and is presumed to result in a less-than-significant transportation impact related to VMT. Because the Project screens out under the Local Essential Service criteria, no Map-Based Screening or TAZ determination was required or performed, and no further VMT analysis is required for the Project.

Conclusion

The proposed Project satisfies both the Small Project and Local Essential Service screening criteria established under the County of Riverside Transportation Analysis Guidelines. As the Project need only meet one screening criterion to presume a less-than-significant VMT impact, the Project's transportation impacts related to Vehicle Miles Traveled are less than significant under CEQA, and no further VMT analysis is required.

- c) Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?**

Less Than Significant Impact

The Project Applicant proposes to develop the Project site with a medical office building. No aspects of the proposed Project would include geometric designs, sharp curves, or dangerous intersections, and no impact would occur. With respect to hazards due to incompatible land uses, the Project site and sites to the north and south are zoned C-P-S for Scenic Highway Commercial development. Accordingly, Project impacts due to increased hazards from incompatible uses would be less than significant.

- d) Would the Project cause an effect upon, or a need for new or altered maintenance of roads?**

Less Than Significant Impact

Project-related traffic would utilize roadways maintained by Riverside County, and would nominally increase the area of roadways requiring maintenance by Riverside County. Maintenance of the existing

⁹ Figure 3 of the *Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled*, County of Riverside Transportation Department, December 2020

County roadways would not result in any significant impacts to the environment. The Project would contribute traffic to off-site public roadways; however, public roads require periodic maintenance as part of their inherent operational activities, and such maintenance would not result in substantial impacts to the environment. Public roadway maintenance would be funded through the Project developer's payment of Development Impact Fees (DIF) and future Project occupants' payment of property and sales taxes. Maintenance of roadways would not result in any new impacts to the environment beyond that which is already disclosed and mitigated by this Initial Study, and impacts would therefore be less than significant.

e) Would the Project cause an effect upon circulation during the Project's construction?

Less Than Significant Impact

During the construction phase of the Project, traffic to and from the Project site would be generated by activities such as construction employee trips, delivery of construction materials, and use of heavy equipment. Vehicular traffic associated with construction employees would be substantially less than daily and peak hour traffic volumes generated during Project operational activities, especially because construction activities typically begin and end outside of the peak hour; therefore, a majority of the construction employees would not be driving to or from the Project site during hours of peak congestion. Traffic volumes from construction workers is not expected to result in a substantial adverse effect to the local roadway system, because most trips would occur during non-peak hours. Deliveries of construction materials to the Project site would also have a nominal effect to the local roadway network because most trips would occur during non-peak hours. Construction materials would be delivered to the Project site throughout the construction phase based on need and would not occur on an everyday basis. Heavy equipment would be utilized on the Project site during the construction phase. Because most heavy equipment is not authorized to be driven on public roadways, most equipment would be delivered and removed from the site via flatbed trucks. As with the delivery of construction materials, the delivery of heavy equipment to the Project site would not occur on a daily basis but would occur periodically throughout the construction phase on need. Temescal Canyon Road would remain open with no reasonably foreseeable lane closures. Therefore, Project construction would not cause an effect upon circulation, and impacts would be less than significant.

f) Would the Project result in inadequate emergency access or access to nearby uses?

Less Than Significant Impact

The proposed Project would be required to comply with Riverside County Ordinance Nos. 460 and 461, which regulate access road provisions. The requirement to provide adequate paved access to the Project site would be required as a condition of Project approval. Additionally, the proposed Project would not affect any roadways that provide emergency access under existing conditions, and would not interfere with emergency access for any nearby uses. Furthermore, the Project accommodates 30-foot-wide emergency access lanes around the proposed building, which would ensure adequate access to the Project site by emergency vehicles. With required adherence to County requirements for emergency access, impacts would be less than significant.

Mitigation

No mitigation is required.

Monitoring

No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

TRANSPORTATION Would the Project:

38. Bike Trails

a) Include the construction or expansion of a bike system or bike lanes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

Source(s)

Riverside County General Plan

Findings of Fact

- a) **Would the proposed Project include the construction or expansion of a bike system or bike lanes?**

No Impact

No trails (including bike trails and bike lanes) are proposed as part of the Project. Therefore, the Project would not include the construction or expansion of a bike system or bike lanes. Temescal Canyon Road currently runs north to south and includes northbound and southbound lanes and is currently improved with pedestrian access points, including sidewalks. The proposed Project would develop sidewalks along the Temescal Canyon Road frontage of the Project site and, accordingly, no impacts would occur.

Mitigation

No mitigation is required.

Monitoring

No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

TRIBAL CULTURAL RESOURCES Would the Project cause a substantial adverse change in the significance of a Tribal Cultural Resource, defined in Public Resources Code section 21074 as either a site, feature, place, or 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:

39. Tribal Cultural Resources

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? (In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Source(s)

County Archaeologist, AB52 Tribal Consultation

Findings of Fact

a) **Would the Project be 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.**

Less Than Significant Impact

As defined by Public Resources Code (PRC) §5020.1(j), a "historical resource" encompasses, but is not limited to, any object, building, site, area, place, record, or manuscript that holds historical or archaeological significance, or bears importance in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural history of California. More specifically, the CEQA Guidelines indicate that the term "historical resources" includes any such resources that are listed or deemed eligible for listing in the California Register of Historical Resources, included in a local register of historical resources, or determined to be historically significant by the lead agency (Title 14 CCR §15064.5(a)(1)-(3)). The CEQA guidelines further specify that, for the evaluation of historical significance, "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" (Title 14 CCR §15064.5(a)(3)).

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
2. Is associated with the lives of persons important in our past.
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
4. Has yielded, or may be likely to yield, information important in prehistory or history. (PRC §5024.1(c)).

As described above, the Project site does not have any existing resources, and the site itself does not satisfy any of the criteria for a historic resource defined in CEQA Guidelines §15064.5. The Project site

is not listed with the State Office of Historic Preservation or the National Register of Historic Places. Based on available evidence, the Project will not cause a substantial adverse change in the significance of a historical resource, pursuant to California Code of Regulations, Section 15064.5. Any impacts will be less than significant. Please note that subsurface cultural resources may qualify as “historic” resources and are discussed under Section 9, Archaeological Resources.

- b) Would the Project be a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? (In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.)**

Less Than Significant Impact with Mitigation Incorporated

Source(s)

Native American Consultation

Findings of Fact: 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 April 13, 2023.

No response was received from the Santa Rosa Band of Cahuilla Indians, Colorado River Indian Tribe, Cahuilla Band of Indians, Ramona Band of Cahuilla Indians, Pala Band of Mission Indians, or the Quechan Indian Nation.

A response was received on April 13, 2023, from the Agua Caliente Band of Cahuilla Indians deferring consultation to other tribes.

Pechanga Band of Mission Indians

The Pechanga Band of Mission Indians responded in an emailed letter dated May 05, 2023 requesting consultation. In the letter the Pechanga Tribe told Planning that *“the Project area is part of 'Ataaxum (Luisefio), and therefore the Tribe's, aboriginal territory as evidenced by the existence of cultural resources, named places, t6ota yixelval (rock art, pictographs, petroglyphs), and an extensive 'Ataaxum artifact record in the vicinity of the Project. This culturally sensitive area is affiliated with the Pechanga Band of Luisefio Indians because of the Tribe's cultural ties to this area as well as our extensive history with the County and other projects within the area”*. Pechanga further stated that the project was within a Traditional Cultural Property (TCP). Project documents were provided to the tribe on March 17, 2025. During a meeting held on January 29, 2024, Pechanga told Planning that the project was within the Olsen Canyon TCP that is in the process of being recorded. This TCP includes many rock art sites situated in Olsen Canyon. No further details regarding the TCP, what it consists of or its geographic location were provided. A follow up email asking for additional details as well as impacts and mitigation

measure recommendations was sent to the tribe on March 28, 2025. No response was received from Pechanga and consultation was concluded by Planning on April 15, 2025.

Soboba Band of Luiseno Indians

The Soboba Band of Luiseno Indians responded in a letter dated May 11, 2023, requesting to consult on this project. This project was discussed during meetings held on January 16, 2024, April 03, 2024. Soboba expressed that the area is very sensitive for resources. Project documents were provided to the tribe on March 17, 2025. A follow up email was sent to Soboba on March 28, 2025. No response was received from Soboba and consultation was concluded by Planning on April 15, 2025.

Rincon Band of Luiseno Indians

The Rincon Band of Luiseno Indians responded in a letter dated May 11, 2023, requesting consultation. Project documents were sent to Rincon on March 17, 2025, and Rincon deferred consultation in a letter dated March 28, 2025.

Although no specific physical Tribal Cultural Resources were identified the tribes expressed concerns that the project has the potential for as yet unidentified subsurface tribal cultural resources. The tribes request that a Native American monitor be present during ground disturbing activities so any unanticipated finds will be handled in a timely and culturally appropriate manner.

Based on information provided by the consulting tribes this project will require a Native American Monitor to be present during ground disturbing activities.

Mitigation

TCR-1. Native American Monitoring. Prior to the issuance of grading permits, the developer/permit applicant shall enter into an agreement with the consulting tribe(s) for a Native American Monitor. The Native American Monitor(s) shall be on-site during all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, grading and trenching. In conjunction with the Archaeological Monitor(s), the Native American Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources. The developer/permit applicant shall submit a fully executed copy of the agreement to the County Archaeologist to ensure compliance with this mitigation measure. Upon verification, the County Archaeologist shall clear this mitigation measure. This agreement shall not modify any condition of approval or mitigation measure.

The project will be required to adhere to State Health and Safety Code Section 7050.5 in the event that human remains are encountered and by ensuring that no further disturbance occur until the County Coroner has made the necessary findings as to origin of the remains. Furthermore, pursuant to Public Resources Code Section 5097.98 (b), remains shall be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made. This is State Law and a standard condition of approval and is not considered a mitigation measure for the purposes of this project.

CEQA requires the Lead Agency to address any unanticipated cultural resources discoveries during Project construction. Therefore, a condition of approval that dictates the procedures to be followed should any unanticipated cultural resources be identified during ground disturbing activities has been placed on this project. This is a standard condition of approval and is not considered a mitigation measure for the purposes of this project.

Monitoring

Grading activities shall be monitored as outlined in the recommended measures which will be included in a Mitigation Monitoring and Reporting Program for the Project.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
UTILITIES AND SERVICE SYSTEMS Would the Project:				
40. Water				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage systems, whereby the construction or relocation would cause significant environmental effects?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s)

Project Application Materials, Service Provider

Findings of Fact

- a) **Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage systems, whereby the construction or relocation would cause significant environmental effects?**

Less Than Significant Impact with Mitigation Incorporated

The Project would require new construction of water lines, a septic system, and stormwater drainage systems, all of which will create ground disturbances that could affect biological resources, cultural resources, tribal cultural resources, and paleontological resources. Mitigation Measures **MM BIO-1**, Burrowing Owl Preconstruction Survey; **MM BIO-2**, Nesting Birds Preconstruction Survey, **MM BIO-3** Oak Tree Replacement, **MM CUL-1**, PDA 8473 Accepted; **MM CUL-2**, Unanticipated Resources; **MM CUL-3**, Human Remains; **MM CUL-4**, ECS Sheet Resource Reburial Area; **MM CUL-5**, Project Archaeologist; **MM CUL-6**, Artifact Disposition; **MM CUL-7**, Phase IV Monitoring Report; **MM PAL-1**, Inadvertent Discovery of Paleontological Resources; and **MM TCR-1**, Native American Monitoring, are required and will reduce impacts to less than significant.

- b) **Would the Project have sufficient water supplies available to serve the Project and reasonably foreseeable development during normal, dry, and multiple dry years?**

Less Than Significant Impact

The Project site is located within the service area of the Temescal Valley Water District (TVWD). TVWD has prepared an Urban Water Management Plan (UWMP), dated December 2021, which provides an updated and detailed account of current and projected TVWD water supplies and demands under a variety of climatic conditions. The UWMP demonstrates that TVWD would be able to meet its long-term commitments to supply potable water to existing and planned development. The supply and demand Projections in the UWMP are based on buildout of the Riverside County General Plan and the general plans of cities within TVWD's service area. As noted previously, the Project site is designated by the General Plan and the Temescal Canyon Area Plan (TCAP) for C-P-S land uses. The proposed Project is fully consistent with the site's underlying General Plan and TCAP land use designations. Thus, the

Project is fully consistent with the assumptions made by the UWMP, which concluded that TVWD would have adequate supplies to meet existing and projected demands from existing and planned resources during normal, dry, and multiple dry-year conditions. Thus, the TVWD would have sufficient water supplies available to serve the Project from existing entitlements and resources, and no new or expanded resources would be required to serve the proposed Project. Accordingly, impacts would be less than significant.

Mitigation

No mitigation is required.

Monitoring

No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
UTILITIES AND SERVICE SYSTEMS Would the Project:				
41. Sewer				
a) Require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s)

Department of Environmental Health Review, Service Provider

Findings of Fact

- a) **Would the Project 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 effects?**
- b) **Would the Project result in a determination by the wastewater treatment provider that serves or may service the Project that it has adequate capacity to serve the Project’s Projected demand in addition to the provider’s existing commitments?**

Less Than Significant Impact

As previously described, sewer service to the Project would be accommodated by new sewer lines developed beneath the Project site that would connect to the existing sewer line in Temescal Canyon Road. Construction of sewer improvements is inherent to the Project’s construction phase, and impacts associated with the Project’s construction activities have been evaluated throughout this Initial Study. There are no impacts specific to the Project’s proposed sewer line construction that have not already been addressed as part of this Initial Study. Accordingly, impacts would be less than significant.

Wastewater generated by the proposed Project would be treated at the Temescal Valley Water Reclamation Facility (TVWRF). According to information available from the TVWD, the TVWRF has a current capacity of 1.57 million gallons per day (gpd) and receives typical daily flows of 1 million gpd,

resulting in an excess capacity of approximately 0.57 million gpd. The ultimate planned capacity at the TVWRF is 2.25 million gpd. According to Riverside County EIR No. 521, page 4.19, 286 commercial structures are estimated to generate 1,200 gpd per acre. Based on the estimated Project size of 1.1 acres, at buildout the Project would generate approximately 1,320 gpd of wastewater requiring treatment (1.1 acres × 1,200 gpd/acre = 1,320 gpd). With buildout of the Project, the remaining daily capacity at the TVRWF would be approximately 1.56 million gpd. Accordingly, adequate capacity exists at the TVWRF to serve the Project's projected demand in addition to the TVWD's existing commitments, and impacts would be less than significant.

Mitigation

No mitigation is required.

Monitoring

No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
UTILITIES AND SERVICE SYSTEMS Would the Project:				
42. Solid Waste				
a) Generate solid waste in excess of State or Local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Comply with federal, state, and local management and reduction statutes and regulations related to solid wastes including the CIWMP (County Integrated Waste Management Plan)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s)

Riverside County General Plan, Riverside County Waste Management District correspondence, Service Provider

Findings of Fact

- a) **Would the Project generate solid waste in excess of State or Local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?**

Less Than Significant Impact

Implementation of the Project would generate an incremental increase in solid waste volumes requiring off-site disposal during short-term construction and long-term operational activities. Per the Riverside Countywide Integrated Waste Management Plan (CIWMP), which applies to the Project, up to 50 percent of its solid waste would need to be diverted from area landfills. In conformance with the CIWMP, the Project Applicant is required to work with future contract refuse haulers to implement recycling and waste reduction programs for solid wastes. Due to distance from the Project site, solid waste generated by the Project most likely would be disposed at the El Sobrante Landfill, although Project-related solid waste could be disposed of at the Lamb Canyon Landfill and/or Badlands Landfill. Existing capacities at each of these landfills are discussed below.

The El Sobrante Landfill is permitted to receive 16,054 tons per day (tpd), and as of April 2018 had a remaining capacity of 143,977.170 cubic yards (cy). The Lamb Canyon Landfill is permitted to receive 5,000 tpd, and as of January 2015 the landfill had a remaining capacity of 19,242,950 cy. The Badlands Landfill is permitted to receive 5,000 tpd and as of December 2020 had a remaining capacity of 7,800,000 cy.

Solid Waste Impacts During Construction

Table 14, Estimated Construction Solid Waste Generation, provides an estimate of the amount of construction debris that would be generated by the Project, based on residential and non-residential factors provided by the U.S. Environmental Protection Agency. **Table 11** does not account for the construction of site improvements other than buildings. Proposed non-building features would produce nominal amounts of construction waste that would not substantially exceed the solid waste totals (by phase) listed in **Table 11**.

Table 14 – Estimated Construction Solid Waste Generation

Land Use	Number of Acres	Building Size (square feet)	Construction Rate	Solid Waste Generation Rate	Total	
					Pounds/Day	Tons/Day
Commercial	1.1	24,712	6 lbs/1,000 sf/day	1.24 pounds/employee	148.26	7.44

As presented in **Table 11** and based on a worst-case analysis of potential building rates, construction of the Project is anticipated to generate approximately 138 pounds per day (lbs/day) of construction waste requiring disposal. The Project’s worst-case daily construction waste would represent 0.01% of the permitted daily capacity at the El Sobrante Landfill, 0.03% of the permitted daily capacity at the Lamb Canyon Landfill, and 0.03% of the permitted daily capacity at the Badlands Landfill.

Given the estimated solid waste quantity generated by the Project on a daily basis during construction, it is estimated that the El Sobrante Landfill, Lamb Canyon Landfill, and Badlands Landfill would have sufficient daily capacity to accept the construction waste generated by the proposed Project. Furthermore, all applicants for proposed development within the County are required to submit a Waste Recycling Plan (WRP). To verify AB 341 compliance for recycling of construction materials, the County requires accurate records for construction material recycling and solid waste disposal. According to County procedures, County occupancy permits (i.e., building final inspection) would not be cleared for issuance unless the required evidence (e.g., receipts) demonstrating appropriate WRP compliance is presented to the Riverside County Department of Waste Resources (RCDWR). Mandatory compliance with the WRP requirements would further reduce Project impacts to solid waste by ensuring that 50% of the nonhazardous construction waste is recycled or reused. Based on the foregoing analysis, the Project would not cause or contribute to the need for new or expanded solid waste facilities during construction, and impacts would therefore be less than significant.

Solid Waste Impacts During Long-Term Operation

According to CalRecycle waste generation rates commercial structures are estimated to produce 10.53 pounds of waste per employee per day. Based on the number of proposed employees identified by the Project business plan, the Project would generate approximately 63.18 lbs per day of solid waste (6 employees × 10.53 lbs/day = 63.18 lbs/day), or approximately 23,060 lbs/year.

Due to the proximity of the El Sobrante Landfill to the Project site, it is expected that solid waste generated by the Project would be disposed of at this facility. As noted above, the El Sobrante Landfill has a permitted daily disposal capacity of 16,054 tpd. The Project’s 63.18 lbs/day of solid waste would represent 0.000005% of the permitted daily disposal capacity at the El Sobrante Landfill. Additionally, the Project’s solid waste generation would represent 0.00002% of the daily disposal capacity of 5,000

tpd at the Lamb Canyon Landfill, while the Project's solid waste generation would represent 0.00002% of the 5,000 tpd daily disposal capacity at the Badlands Landfill. Because the Project would generate a relatively small amount of solid waste per day, as compared to the permitted daily capacities for the El Sobrante Landfill, Lamb Canyon Landfill, and Badlands Landfill, it is anticipated that these regional landfill facilities would have sufficient daily capacity to accept solid waste generated by the Project. As such, because regional solid waste facilities would have adequate capacity to handle solid waste generated by the Project's operational phases, impacts would be less than significant.

b) Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid wastes including the CIWMP (County Integrated Waste Management Plan)?

Less Than Significant Impact

The proposed Project would be regulated by the Riverside Countywide Integrated Waste Management Plan. The CIWMP outlines goals, policies, and programs Riverside County and its cities would implement to create an integrated and cost-effective waste management system that complies with the provisions of AB 939 and its diversion mandates. Additionally, AB 341 made a legislative declaration that it is the policy goal of the state that not less than 75 percent of solid waste generated be source reduced, recycled, or composted by the year 2020, although the California Department of Resources Recycling and Recovery may not establish or enforce a diversion rate greater than the 50 percent diversion rate as set forth by the CIWMP (per Public Resources Code §41780.01[b]).

The proposed Project would be regulated by the RCDWR and would be required to comply with the CIWMP's requirement to divert up to 50 percent of its solid waste from area landfills. In conformance with the CIWMP, the Project Applicant is required to work with future contract refuse haulers to implement recycling and waste reduction programs for solid wastes. Implementation of a waste disposal strategy for the proposed Project would assist Riverside County in achieving the mandated goals of the Integrated Waste Management Act by developing feasible waste programs that encourage source reduction, recycling, and composting. The RCDWR is specifically charged with the responsibility of implementing programs that ensure that unincorporated Riverside County achieves 50% diversion of solid waste from landfill disposal as well as monitoring and reporting unincorporated Riverside County's compliance with CIWMB and AB 939. With mandatory compliance to AB 939, AB 341, and RCDWR's programs and policies, the Project would result in a less-than-significant impact due to a conflict with federal, state, and local management and reduction statutes and regulations related to solid wastes, including the CIWMP.

Mitigation

No mitigation is required.

Monitoring

No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
UTILITIES AND SERVICE SYSTEMS Would the Project impact the following facilities requiring or resulting in the construction of new facilities or the expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects?:				
43. Utilities				
a) Electricity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Natural gas?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Communications systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Street lighting?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Maintenance of public facilities, including roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Other governmental services?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s)

Project Application Materials, Utility Service Providers

Findings of Fact

Would the Project impact the following facilities requiring or resulting in the construction of new facilities or the expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects?

- a) **Electricity**
- b) **Natural Gas?**
- c) **Communication Systems?**
- d) **Street Lighting?**
- e) **Maintenance of Public Facilities, including roads?**
- f) **Other Governmental Services?**

Less Than Significant Impact

Southern California Edison (SCE) provides electrical service to the Project area. Connections to existing electrical networks are available in the area and any physical impacts are inherent to the Project’s construction phase and have been evaluated throughout this Initial Study. Where necessary, mitigation measures have been identified to reduce identified impacts to a level below significance. There are no anticipated capacity restrictions which could limit the ability of SCE to provide service to the proposed Project. Therefore, implementation of the Project would not require or result in the construction of new electrical facilities or the expansion of existing facilities, the construction of which would result in significant environmental effects, and impacts would be less than significant.

Southern California Gas Company (SoCal Gas) provides natural gas service to the Project area. Connections to existing gas networks are available in the area and physical impacts are inherent to the Project’s construction phase and have been evaluated throughout this Initial Study. Where necessary, mitigation measures have been identified to reduce identified impacts to a level below significance. There are no anticipated capacity restrictions which could limit the ability of SoCal Gas to provide service to the proposed Project. Therefore, implementation of the Project would not require or result in the construction of new gas facilities or the expansion of existing facilities, the construction of which would result in significant environmental effects, and impacts would be less than significant.

Various providers offer communication systems to the Project area. Connections to existing communications networks are available in the area and any physical impacts are inherent to the Project's construction phase and have been evaluated throughout this Initial Study. Where necessary, mitigation measures have been identified to reduce identified impacts to a level below significance. There are no anticipated capacity restrictions which could limit the ability of Verizon to provide service to the proposed Project. Therefore, implementation of the Project would not require or result in the construction of new communication facilities or the expansion of existing facilities, the construction of which would result in significant environmental effects, and impacts would be less than significant.

The proposed Project would require the development of one main point of ingress and egress from the Project site, located on the northeast corner of the property at Temescal Canyon Road. This point of entry would require the installation and maintenance of street lights to ensure public safety and provide ample lighting for existing roadways. The proposed Project would include these improvements and no impacts would occur.

Implementation of the proposed Project would not result in the construction of sidewalks or any other improvements to roadways in the Project vicinity. As such, the Project would result in no impacts due to increased maintenance of public facilities, including roads.

No other known governmental services or facilities would be required as a result of the proposed Project. No impacts would occur.

Mitigation

No mitigation is required.

Monitoring

No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
WILDFIRE If located in or near a State Responsibility Area ("SRA"), lands classified as very high fire hazard severity zone, or other hazardous fire areas that may be designated by the Fire Chief, would the Project:				
44. Wildfire				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Expose people or structures either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s)

Riverside County General Plan, Safety Element (revised December 2016), Figure S-11 “Wildfire Susceptibility”, GIS database, Project Application Materials

Findings of Fact

Environmental Setting

According to Fire Hazard Severity Zone (FHSZ) mapping adopted by the California Office of the State Fire Marshal, effective April 1, 2024, the Project site is located within a State Responsibility Area (SRA) and is classified as a Moderate Fire Hazard Severity Zone (see **Figure 10**, Fire Hazard Severity Zones). The FHSZ classification evaluates fire hazard based on factors including fuel loading, slope, fire weather, and ember spread potential. Areas surrounding the Project site include lands classified as Moderate, High, and Very High Fire Hazard Severity Zones. Lands to the north, beyond Dos Lagos Drive, are mapped as Very High, reflecting steeper terrain and continuous wildland fuels in the Temescal Mountains. Lands to the east, across Temescal Canyon Road, and to the south are mapped as High. However, the Project site is effectively separated from these higher-hazard areas by substantial physical barriers. Interstate 15 (I-15), a major multi-lane freeway, borders the Project to the west and functions as a significant firebreak. Temescal Canyon Road, a paved arterial roadway, borders the site to the east and provides additional separation from the High hazard areas. Areas to the west and south of the Project site are fully developed with urban uses and do not function as wildland fire hazard areas. The Project site itself is a heavily disturbed infill parcel surrounded by existing commercial and residential development, does not function as a wildfire corridor, and does not contain steep slopes or native wildland vegetation.

- a) **If located in or near a State Responsibility Area (“SRA”), lands classified as very high fire hazard severity zone, or other hazardous fire areas that may be designated by the Fire Chief, would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?**

Less Than Significant Impact

The Project site does not contain emergency facilities and does not serve as an emergency evacuation route. During construction and operation, the Project would be required to maintain adequate emergency access for emergency vehicles in compliance with Riverside County Fire Department requirements and applicable state and local fire codes. Implementation of the Project would not impair an adopted emergency response plan or evacuation plan, and impacts would be less than significant.

- b) **If located in or near a State Responsibility Area (“SRA”), lands classified as very high fire hazard severity zone, or other hazardous fire areas that may be designated by the Fire Chief, would the Project, 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?**

Less Than Significant Impact

As described in the environmental setting above, the Project site is classified as a Moderate Fire Hazard Severity Zone within the SRA. The site is not characterized by steep slopes, prevailing wind corridors, or continuous wildland fuels. Higher-hazard areas in the vicinity are separated from the site by I-15 to the west and Temescal Canyon Road to the east, both of which serve as effective firebreaks. Proposed manufactured slopes would be landscaped and irrigated, and areas surrounding the proposed building would consist primarily of paved surfaces and limited irrigated landscaping. The proposed building would be constructed of non-combustible materials, including concrete walls. The Project would not exacerbate wildfire risks or expose occupants to pollutant concentrations from wildfire smoke or the uncontrolled spread of wildfire. Impacts would be less than significant.

Figure 12: Fire Hazard Severity Zones



- c) **If located in or near a State Responsibility Area (“SRA”), lands classified as very high fire hazard severity zone, or other hazardous fire areas that may be designated by the Fire Chief, would the Project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?**

Less Than Significant Impact

The Project would comply with applicable state and local fire code requirements, including fire sprinklers, fire hydrants, paved access, and secondary access routes. These improvements are standard components of urban development and are inherent to the Project’s construction phase. The Project would not require fuel breaks, emergency water sources, or other infrastructure that would exacerbate wildfire risk or result in temporary or ongoing environmental impacts. Impacts would be less than significant.

- d) **If located in or near a State Responsibility Area (“SRA”), lands classified as very high fire hazard severity zone, or other hazardous fire areas that may be designated by the Fire Chief, would the Project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?**

Less Than Significant Impact

. The Project site is not located on or adjacent to steep slopes and does not drain from large areas of wildland vegetation. Proposed development includes paved surfaces and controlled drainage consistent with County requirements. The site is separated from higher fire hazard areas by I-15 and Temescal Canyon Road, which serve as physical barriers to wildfire spread and associated post-fire hazards. Because the Project would be adequately protected from wildfire hazards and does not involve terrain susceptible to post-fire slope instability, the Project would not expose people or structures to risks associated with post-fire flooding, landslides, or drainage changes. Impacts would be less than significant.

- e) **If located in or near a State Responsibility Area (“SRA”), lands classified as very high fire hazard severity zone, or other hazardous fire areas that may be designated by the Fire Chief, would the Project expose people or structures either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?**

Less Than Significant Impact

Although portions of the surrounding area are mapped as High and Very High Fire Hazard Severity Zones, the Project site itself is classified as Moderate and is developed as an urban infill parcel buffered by existing development on all sides. I-15 and Temescal Canyon Road provide substantial physical separation between the Project site and the higher-hazard areas to the north and east. Compliance with applicable fire codes, including building materials, defensible space, emergency access, and fire suppression systems, would ensure that the Project does not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. Impacts would be less than significant.

Mitigation

No mitigation is required.

Monitoring

No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

MANDATORY FINDINGS OF SIGNIFICANCE Does the Project:

45. Mandatory Findings of Significance

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

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
--------------------------	-------------------------------------	--------------------------	--------------------------

Source(s)

Staff Review, Project Application Materials

Findings of Fact

Less Than Significant Impact with Mitigation Incorporated

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

As described under Biological Resources, the Project has the potential to impact burrowing owl and sensitive bird species on-site due to the presence of potential suitable habitat. Mitigation has been incorporated to avoid, reduce, and mitigate impacts to these species through pre-construction surveys and measures as needed if these species are discovered during surveys. In addition, the Project would implement BMPs to avoid impacts to the ephemeral drainage that traverses the site as it is considered a riverine feature. As described under Cultural Resources, the Project has the potential to impact unanticipated subsurface archaeological resources during ground disturbance and/or unanticipated paleontological resources at depth during ground disturbance activities. Mitigation has been incorporated to avoid, reduce, and mitigate for these resources in the event of unanticipated discovery (**BIO-1, CUL-1, PAL-1, and TCR -1**). Therefore, there would be less than significant impacts with mitigation incorporated.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

MANDATORY FINDINGS OF SIGNIFICANCE Does the Project:

46. Mandatory Findings of Significance

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

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
--------------------------	-------------------------------------	--------------------------	--------------------------

Source(s)

Staff Review, Project Application Materials

Findings of Fact

Less Than Significant Impact With Mitigation Incorporated

Cumulative effects that would result from the implementation of the Project have been evaluated throughout this initial study which concludes that such impacts would not occur, would be less than significant, or would be reduced to below a level of significance with the incorporation of mitigation measures identified herein and included in the Project's conditions of approval. Specifically, the environmental analysis conducted in this Initial Study determined that the proposed Project would be consistent with the County's General Plan land use and zoning projections once the General Plan and Zone Change applications are approved; that the Project is in compliance with federal, State, and County applicable regulations. Therefore, the Project would not create impacts, which, when considered with the effects of other past, present, and probable future projects, would be cumulatively considerable because Project impacts were either determined to have no impact or to be less than significant.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
MANDATORY FINDINGS OF SIGNIFICANCE Does the Project:				
47. Mandatory Findings of Significance	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?				

Source(s)

Staff Review, Project Application Materials

Findings of Fact

Less Than Significant Impact

The proposed Project would not result in environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly.

The Project's potential to result in environmental effects that could adversely affect human beings, either directly or indirectly, has been discussed throughout the analysis of this Initial Study. As discussed, the Project would result in less than significant with mitigation incorporated, less than significant impacts, or no impact to all resource topic areas. In instances where the Project has the potential to result indirect or indirect adverse effects to human beings (air quality and associated effects on human health from air pollutants, and construction-related noise and potential effects on hearing impairment), Project design features would ensure impacts do not rise above a level of significance. With required implementation of County regulations and Project design features, construction and operation of the Project would not involve any activities that would result in environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly. Therefore, the Project would not result in environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly, and impacts would be less than significant.

V. EARLIER ANALYSES

Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration as per California Code of Regulations, §15063(c)(3)(D). In this case, a brief discussion should identify the following:

Earlier Analyses Used, if any:

Location Where Earlier Analyses, if used, are available for review:

Location: County of Riverside Planning Department
4080 Lemon Street 12th Floor
Riverside, CA 92501

List of Preparers

EPC Environmental, Inc.,
Ernest Perea, Principal
Amber Gonzalez, Environmental Analyst

KPC EHS Consultants, LLC (Kevin P. Carr, MS.) prepared the Air Quality & GHG Assessment, Health Risk Assessment, Energy Analysis, and Noise Assessment

GeoTek Consultants, Inc. prepared the Geotechnical and Infiltration Evaluation

Adkan Engineers prepared the Water Quality Management Plan (WQMP) and Hydrology Report

WSP USA Environment & Infrastructure, Inc. prepared the Biological Resources Assessment and Cultural Resources Assessment

Fehr Peers prepared the Trip Generation and Vehicle Miles Traveled (VMT) Screening Evaluation