# NOTICE OF COMPLETION
# &
# ENVIRONMENTAL DOCUMENT TRANSMITTAL

# Notice of Completion & Environmental Document Transmittal

*Mail to:* State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
*For Hand Delivery/Street Address:* 1400 Tenth Street, Sacramento, CA 95814

**SCH #**

**Project Title:** Countywide Truck Route System and Assembly Bill (AB) 98 and Senate Bill (SB)

Lead Agency: County of Riverside | Contact Person: John Hildebrand

Mailing Address: PO Box 1409 | Phone: (951) 955-3200

City: Riverside | Zip: 92502-1409 | County: Riverside

**Project Location:** County: Riverside | City/Nearest Community: Riverside

Cross Streets: I-15 fwy, I-215 fwy, SH-79, SH-79S, SH-371, SH-243, SH-74, Gilman Springs Rd, Ramona Expy, Cajalco Rd | Zip Code: 92501

Longitude/Latitude (degrees, minutes and seconds): 33 ° 80 ′ 427 ″ N / -117 ° 50 ′ 239 ″ W Total Acres: ≈1,163,323 acres²

Assessor's Parcel No.: Various | Section: Various | Twp.: 4S-8S | Range: 3W-11E | Base: San Bernardino

Within 2 Miles: State Hwy #: SH-79, SH-79S, SH-371, SH-243, SH-74 | Waterways: Santa Ana, San Jacinto, Whitewater, Santa Margarita Rivers; Temecula, Temescal Creeks

Airports: Banning, Jacqueline, Flabob, French Valley, March, Perris | Railways: BNSF, UPRR | Schools: Corona, Riverside, Temecula, Hemet, Beaumont, Bannin

**Document Type:**

CEQA: ☒ NOP ☐ Draft EIR ☐ Early Cons ☐ Supplement/Subsequent EIR ☐ Neg Dec (Prior SCH No.) ☐ Mit Neg Dec Other:

NEPA: ☐ NOI ☐ EA ☐ Draft EIS ☐ FONSI

Other: ☐ Joint Document ☐ Final Document ☐ Other:

**Local Action Type:**

☐ General Plan Update ☐ Specific Plan ☒ Rezone ☐ Annexation
☒ General Plan Amendment ☐ Master Plan ☐ Prezone ☐ Redevelopment
☐ General Plan Element ☐ Planned Unit Development ☐ Use Permit ☐ Coastal Permit
☐ Community Plan ☐ Site Plan ☐ Land Division (Subdivision, etc.) ☒ Other: Zoning Code Update

**Development Type:**

☐ Residential: Units ____ Acres ____
☐ Office: Sq.ft. ____ Acres ____ Employees ____
☐ Commercial: Sq.ft. ____ Acres ____ Employees ____
☐ Industrial: Sq.ft. ____ Acres ____ Employees ____
☐ Educational: ____
☐ Recreational: ____
☐ Water Facilities: Type ____ MGD ____

☒ Transportation: Type Truck Route System Compliance
☐ Mining: Mineral ____
☐ Power: Type ____ MW ____
☐ Waste Treatment: Type ____ MGD ____
☐ Hazardous Waste: Type ____
☒ Other: Countywide Truck Route System AB98/SB415 EIR – IS/NOP for Focused EIR

**Project Issues Discussed in Document:**

☒ Aesthetic/Visual ☒ Agricultural Land ☒ Air Quality ☒ Archeological/Historical ☒ Biological Resources ☐ Coastal Zone ☐ Drainage/Absorption ☐ Economic/Jobs
☐ Fiscal ☐ Flood Plain/Flooding ☐ Forest Land/Fire Hazard ☒ Geologic/Seismic ☒ Minerals ☒ Noise ☒ Population/Housing Balance ☒ Public Services/Facilities
☒ Recreation/Parks ☒ Schools/Universities ☐ Septic Systems ☐ Sewer Capacity ☒ Soil Erosion/Compaction/Grading ☒ Solid Waste ☒ Toxic/Hazardous ☒ Traffic/Circulation
☐ Vegetation ☐ Water Quality ☐ Water Supply/Groundwater ☐ Wetland/Riparian ☒ Growth Inducement ☒ Land Use ☒ Cumulative Effects ☐ Other:

**Present Land Use/Zoning/General Plan Designation:**

Entire County.

**Project Description:** *(please use a separate page if necessary)*

The proposed Project consists of the implementation of the Countywide Truck Route System in response to AB 98 SB 415 signed into law October 3, 2025) to establish standards for warehouse and logistics development, including truck traffic, site design and land use compatibility. The Project would also result in amendments to the existing Riverside County General Plan Circulation Element; the County's Good Neighbor Policy for Logistics and Warehouse/Distribution Uses and Assembly Bill 98 (Logistics) and Riverside County Ordinance No. 348, Providing for

*Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.*

## Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with and "**X**".
If you have already sent your document to the agency please denote that with an "**S**".

| | | | |
|---|---|---|---|
| X | Air Resources Board | | Office of Historic Preservation |
| | Boating & Waterways, Department of | | Office of Public School Construction |
| | California Emergency Management Agency | | Parks & Recreation, Department of |
| | California Highway Patrol | | Pesticide Regulation, Department of |
| X | Caltrans District # 8 | | Public Utilities Commission |
| | Caltrans Division of Aeronautics | X | Regional WQCB # 7 & 8 |
| X | Caltrans Planning | | Resources Agency |
| | Central Valley Flood Protection Board | | Resources Recycling and Recovery, Department of |
| | Coachella Valley Mtns. Conservancy | | S.F. Bay Conservation & Development Comm. |
| | Coastal Commission | | San Gabriel & Lower L.A. Rivers & Mtns. Conservancy |
| | Colorado River Board | | San Joaquin River Conservancy |
| | Conservation, Department of | | Santa Monica Mtns. Conservancy |
| | Corrections, Department of | | State Lands Commission |
| | Delta Protection Commission | | SWRCB: Clean Water Grants |
| | Education, Department of | | SWRCB: Water Quality |
| | Energy Commission | | SWRCB: Water Rights |
| X | Fish & Game Region # 6 | | Tahoe Regional Planning Agency |
| | Food & Agriculture, Department of | X | Toxic Substances Control, Department of |
| | Forestry and Fire Protection, Department of | | Water Resources, Department of |
| | General Services, Department of | | |
| | Health Services, Department of | X | Other: State DOJ - Attorney General Bonta (gpressoffice@doj.ca.gov) |
| | Housing & Community Development | | Other: |
| | Native American Heritage Commission | | |

**Local Public Review Period (to be filled in by lead agency)**

Starting Date November 6, 2026 Ending Date December 6, 2026

**Lead Agency (Complete if applicable):**

Consulting Firm: BKF Engineers, Inc.
Address: 3850 Vine Street, Suite 110A
City/State/Zip: Riverside/CA/92507
Contact: Debra Leight, Vice President/Environmental Practice Lead
Phone: (951) 344-5264

Applicant: Riverside County TLMA-Planning Department (c/o John Hildebrand)
Address: PO Box 1409
City/State/Zip: Riverside CA 92502-1409
Phone: (951) 955-3200

**Signature of Lead Agency Representative:** _____ **Date:** 11/03/2026

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

# NOTICE OF PREPARATION TRANSMITTAL PAGE

# Notice of Preparation

**To:** Responsible & Trustee Agencies

(Address)

**From:** Riverside County TLMA - Planning Department

P.O. Box 1409

Riverside, California 92501 (Address)

**Subject: Notice of Preparation of a Draft Environmental Impact Report**

Riverside County TLMA - Planning Department will be the Lead Agency and will prepare an environmental impact report for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

The project description, location, and the potential environmental effects are contained in the attached materials. A copy of the Initial Study ( ☒ is ☐ is not ) attached.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice.

Please send your response to John Hildebrand, Planning Director at the address shown above. We will need the name for a contact person in your agency.

**Project Title:** Countywide Truck Route System and Assembly Bill (AB) 98 and Senate Bill (SB) 415 Compliance Project EIR

**Project Applicant, if any:** Riverside County TLMA - Planning Department

Date November 6, 2026

Signature John Hildebrand

Title Planning Director

Telephone (951) 955-3200

**Reference:** California Code of Regulations, Title 14, (CEQA Guidelines) Sections 15082(a), 15103, 15375.

# SUMMARY FORM FOR ELECTRONIC DOCUMENT SUBMITTAL

Print From

# Summary Form for Electronic Document Submittal

**Form F**

Lead agencies may include 15 hardcopies of this document when submitting electronic copies of Environmental Impact Reports, Negative Declarations, Mitigated Negative Declarations, or Notices of Preparation to the State Clearinghouse (SCH). The SCH also accepts other summaries, such as EIR Executive Summaries prepared pursuant to CEQA Guidelines Section 15123. Please include one copy of the Notice of Completion Form (NOC) with your submission and attach the summary to each electronic copy of the document.

SCH #: _____

Project Title: Countywide Truck Route System and Assembly Bill (AB) 98 and Senate Bill (SB)

Lead Agency: County of Riverside

Contact Name: John Hildebrand, Planning Director

Email: countytruckroutes@rivco.org Phone Number: (951) 955-3200

Project Location: Beaumont, Banning, Corona, Hemet, Indio, Lake Elsinore, Moreno Valley, & Menifee/Riverside Co., C

*City* *County*

Project Description (Proposed actions, location, and/or consequences).

The proposed Project consists of the implementation of the Countywide Truck Route System in response to AB 98 SB 415 signed into law October 3, 2025) to establish standards for warehouse and logistics development, including truck traffic, site design and land use compatibility. The Project would also result in amendments to the existing Riverside County General Plan Circulation Element; the County's Good Neighbor Policy for Logistics and Warehouse/Distribution Uses and Assembly Bill 98 (Logistics) and Riverside County Ordinance No. 348, Providing for Land Use Planning and Zoning Regulations and Related Functions of the County of Riverside (as amended through Ordinance No. 348.4997, effective April 28, 2023) ("Zoning Ordinance") to include polices and restrictions to achieve compliance with AB 98. In addition to new siting requirements and operational standards for logistics facilities, the law requires designating truck routes to minimize impacts on surrounding communities, particularly the air quality, noise, and lighting impacts to sensitive receptors. By state law definition, sensitive receptors include residential uses, schools, daycare facilities, public parks, playgrounds, nursing homes and hospitals. The Project does not propose any construction.

Identify the project's significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect.

It is anticipated that the proposed Project would have the potential to result in significant impacts to Air Quality, Energy, Greenhouse Gas Emissions, Land Use/Planning, Noise, and Transportation. The scope and content of information to be included in the EIR; as well as to inform the general public of the nature and extent of the proposed Project, and to provide an opportunity to identify the range of actions, alternatives, mitigation measures, and significant effects to be analyzed in depth, and help eliminate from detailed study issues found not to be important.

If applicable, describe any of the project's areas of controversy known to the Lead Agency, including issues raised by agencies and the public.

A scoping meeting has been scheduled to include affected federal, State and local agencies, the applicant of the proposed Project, and other interested persons, to solicit input regarding the scope and content of information to be included in the EIR; as well as inform the general public of the nature and extent of the proposed Project, and to provide an opportunity to identify the range of actions, alternatives, mitigation measures, and significant effects to be analyzed in depth, and help eliminate from detailed study issues found not to be important. The scoping meeting is not a public hearing on the merit of the proposed Project and NO DECISION on the Project will be made. The County, acting as the Project Applicant and Lead Agency, will not be required to provide an immediate response to any concerns raised, but will address any concerns expressed at the scoping meeting through revisions to the proposed Project and/or completion of a Final EIR, prior to the formal public hearing on the proposed Project. Mailed notice of the public hearing will be provided to anyone requesting such notification.

Provide a list of the responsible or trustee agencies for the project.

Air Resources Board,
Caltrans District #8,
Caltrans Planning,
California Department of Fish and Wildlife (CDFW) Region 6,
Regional Water Quality Control Board (Santa Ana #7 and Colorado River Basin RWQCB #8),
South Coast Air Quality Management District (SCAQMD),
California Department of Transportation (Caltrans),
Western Riverside Council of Governments (WRCOG),
Riverside County Transportation Commission (RCTC).

# COUNTY OF RIVERSIDE - NOTICE OF PREPARATION OF DRAFT ENVIRONMENTAL IMPACT REPORT & SCOPING MEETING

RIVERSIDE COUNTY
PLANNING DEPARTMENT

*John Hildebrand*
*Planning Director*

# *COUNTY OF RIVERSIDE – NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT & SCOPING MEETING*

DATE: October 29, 2026

**TO:** Responsible and Trustee Agencies, Interested Organizations, and Individuals

**PROJECT CASE NO./TITLE:** **Countywide Truck Route System and Assembly Bill (AB) 98 and Senate Bill (SB) 415 Compliance Project EIR – Initial Study/Notice of Preparation for Focused Environmental Impact Report (EIR)**

The Riverside County Planning Department is currently reviewing a development application (herein, "Project" or "proposed Project") within the unincorporated Riverside County ("County"). The Project is subject to compliance with the California Environmental Quality Act (CEQA). This notice is to inform public agencies and the general public that a Focused Environmental Impact Report (EIR) will be prepared for the Project and to solicit guidance as to the scope and content of the required EIR.

| | | |
|---|---|---|
| **LEAD AGENCY/APPLICANT:** | County of Riverside<br>Planning Department<br>P.O. Box 1409<br>Riverside, California 92501 | Phone Number: (951) 955-3200<br>Email: countytruckroutes@rivco.org<br>Website:<br>https://planning.rctlma.org/environmental-notices-ceqa |

**PROJECT BACKGROUND AND LOCATION**

The proposed Project consists of the implementation of the Countywide Truck Route System in response to AB 98 (signed into law September 29, 2024, and as amended by SB 415 signed into law October 3, 2025) to establish standards for warehouse and logistics development, including truck traffic, site design and land use compatibility. The Project would also result in amendments to the existing *Riverside County General Plan Circulation Element*; the County's *Good Neighbor Policy for Logistics and Warehouse/Distribution Uses and Assembly Bill 98 (Logistics)* (*Board of Supervisors* Policy No. F-3); and Riverside County Ordinance No. 348, *Providing for Land Use Planning and Zoning Regulations and Related Functions of the County of Riverside* (as amended through Ordinance No. 348.4997, effective April 28, 2023) ("Zoning Ordinance") to include polices and restrictions to achieve compliance with AB 98. In addition to new siting requirements and operational standards for logistics facilities, the law requires designating truck routes to minimize impacts on surrounding communities, particularly the air quality, noise, and lighting impacts to sensitive receptors. By state law definition, sensitive receptors include residential uses, schools, daycare facilities, public parks, playgrounds, nursing homes and hospitals.[1] The Project does not propose any construction. Site-specific future development projects under the Project would be required to analyze potential environmental impacts in compliance with CEQA.

[1] Cal. Code Regs. Tit. 14, § 1765.1

The Project would be implemented County-wide and would include truck routes throughout the County, including within the boundaries of the most of the County's Area Plans. Specifically, the following 14 County Area Plans include proposed truck routes under the Project:

- Highgrove Area Plan
- Harvest Valley/Winchester
- Temescal Canyon Area Plan
- Lake Elsinore Area Plan
- Lake Mathews/Woodcrest Area Plan
- Mead Valley Area Plan
- Reche Canyon/Badlands Area Plan
- Lakeview/Nuevo Area Plan
- San Jacinto Valley Area Plan
- Southwest Area Plan
- The Pass Area Plan
- Riverside Extended Mountain Area Plan (REMAP)
- Western Coachella Valley Area Plan
- Eastern Coachella Valley Area Plan

Refer to Figure 1: Regional Vicinity Map and Figure 2, Project Vicinity.

The Project approvals sought by Riverside County include:

1. Adoption of an Amendment to the *Riverside County General Plan Circulation Element* (July 7, 2020)
2. Adoption of an Amendment to the *Good Neighbor Policy for Logistics and Warehouse/Distribution Uses and Assembly Bill 98 (Logistics) (Board of Supervisors Policy No. F-3)* (May 7, 2025)
3. Adoption of an Amendment to Riverside County Ordinance No. 348, *Providing for Land Use Planning and Zoning Regulations and Related Functions of the County of Riverside* (as amended through Ordinance No. 348.4997, effective April 28, 2023)

Pursuant to CEQA, notice is given to Responsible and Trustee agencies, and interested parties, that the Riverside County Planning Department plans to oversee the preparation of an Environmental Impact Report for the above-described Project. The purpose of this notice is to solicit guidance from agencies and interested parties as to the scope and content of the environmental information to be included in the EIR. Information in that regard should be submitted to this office as soon as possible, but **not later than thirty (30) days** after receiving this notice.

**SCOPE OF ANALYSIS:** It is anticipated that the proposed Project would have the potential to result in significant impacts under the following issue areas. A detailed analysis of the following issue areas will be included in the forthcoming EIR:

- Air Quality
- Energy
- Greenhouse Gas Emissions
- Land Use/Planning
- Noise
- Transportation

**PUBLIC SCOPING MEETING:** A scoping meeting has been scheduled to include affected federal, State and local agencies, the applicant of the proposed Project, and other interested persons, to solicit input regarding the scope and content of information to be included in the EIR; as well as inform the general public of the nature and extent of the proposed Project, and to provide an opportunity to identify the range of actions, alternatives, mitigation measures, and significant effects to be analyzed in depth, and help eliminate from detailed study issues found not to be important. The scoping meeting is not a public hearing on the merit of the proposed Project and NO DECISION on the Project will be made. Public testimony is limited to identifying issues regarding the Project and potential environmental impacts within the context of analysis pursuant to the State CEQA Guidelines. The County, acting as the Project Applicant and Lead Agency, will not be required to provide an immediate response to any concerns raised. The Project Applicant will be requested to address any concerns expressed at the scoping meeting through revisions to the proposed Project and/or completion of a Final EIR, prior to the formal public hearing on the proposed Project. Mailed notice of the public hearing will be provided to anyone requesting such notification.

**MEETING DATE, TIME AND LOCATION:**

**DATE:** November 18, 2026

**TIME:** 9:00 am or as soon as possible thereafter

**LOCATION:** Riverside County Planning Department
4080 Lemon Street, 12th Floor
Riverside, California 92501

Information on how to participate in the hearing will be available on the Planning Department website at: https://planning.rctlma.org/. If you wish to participate (speak or view meeting) remotely during the meeting, please contact the TLMA Commission Secretary, Monique Cornejo-Henish, by phone at (951) 955-7436, or email at MCHenish@Rivco.org. AT LEAST 24 HOURS prior to the meeting and provide your name, phone number, and agenda item. Once you provide the necessary information you will receive (either by phone or email) confirmation of receipt of your request with the necessary meeting information to join.

For electronic documents and information related to the Notice of Preparation, please view the following webpage: https://planning.rctlma.org/environmental-notices-ceqa

Please send all written correspondence to:

RIVERSIDE COUNTY PLANNING DEPARTMENT
Attn: John Hildebrand, Planning Director
PO Box 1409; Riverside, CA 92502-1409

Included are two attachments. **Attachment A** contains a brief project description and lists environmental topics that will be addressed in the Draft Focused EIR. **Attachment B** contains map figures of the regional vicinity and project location.

If you have any questions, please contact John Hildebrand at (951) 955-3200 or by email at countytruckroutes@rivco.org.
Sincerely,

RIVERSIDE COUNTY PLANNING DEPARTMENT

John Hildebrand

John Hildebrand, Planning Director

Attachments:

A. Project Description and Environmental Topics to be Addressed in the Draft Focused EIR
B. Project Figures (Figure 1, Regional Vicinity, Figure 2, Project Vicinity, and Figure 3, Proposed Truck Routes)

# ATTACHMENT A
# PROJECT DESCRIPTION AND ENVIRONMENTAL TOPICS TO BE ADDRESSED IN THE DRAFT FOCUSED EIR

## Countywide Truck Route System and AB 98/SB 415 Compliance Project

## A. Description of the Proposed Project

### Project Location

The Project would involve the implementation of the Countywide Truck Route System in compliance with AB 98 that would be implemented County-wide and include proposed truck routes throughout the County, including within the boundaries of most of the County's Area Plans. Refer to Figure 1, Regional Vicinity, Figure 2, Project Vicinity, and Figure 3, Proposed Truck Routes.

### Project Description

On September 29, 2024, Governor Gavin Newsom signed Assembly Bill 98 (AB 98) into law (and amended by SB 415 signed into law October 3, 2025) establishing new statewide standards for the design, construction, and operation of new or expanded logistics facilities in California. AB 98 introduces uniform requirements, that preempt local policies, and is intended to reduce the environmental and traffic impacts associated with heavy-vehicle operations, especially in areas with dense concentrations of warehouse development.

The proposed Project consists of the implementation of the Countywide Truck Route System in response to AB 98 (as amended) and California Government Code Section 65302.02 to establish standards for warehouse and logistics development, including truck traffic, site design and land use compatibility. The Project would also result in amendments to the existing *Riverside County General Plan Circulation Element*; the County's *Good Neighbor Policy for Logistics and Warehouse/ Distribution Uses and Assembly Bill 98 (Logistics)* (*Board of Supervisors Policy No. F-3*); and Riverside County Ordinance No. 348, *Providing for Land Use Planning and Zoning Regulations and Related Functions of the County of Riverside* (as amended through Ordinance No. 348.4997, effective April 28, 2023) ("Zoning Ordinance") to include polices and restrictions to achieve compliance with AB 98. In addition to new siting requirements and operational standards for logistics facilities, the law requires designating truck routes to minimize impacts on surrounding communities, particularly the air quality, noise, and lighting impacts to sensitive receptors. By state law definition, sensitive receptors include residential uses, schools, daycare facilities, public parks, playgrounds, nursing homes and hospitals.[2] The Project does not propose any construction. All roadways proposed to be designated as truck routes are presently constructed and open to traffic. No new unplanned roadways would have to be constructed to redistribute the truck traffic and no existing roadways would have to be modified. Any potential physical change to the environment would involve installation of signage designating truck routes. Any site-specific future development projects associated with the Project would be required to separately analyze potential environmental impacts in compliance with CEQA and are not included as part of the Project.

The County has developed a tiered truck route network that aligns with Section 65302.02 of the California Government Code. The three-tiered system includes:

[2] Cal. Code Regs. Tit. 14, § 1765.1

**Tier 1: State Facilities:**

The Tier 1 truck routes were identified pursuant to the regulations specified in California Government Code §65302.02(b), under which agencies shall:

- *"Maximize the use of interstate or state divided highways as preferred routes for truck routes. The county or city shall also maximize use of arterial roads, major thoroughfares, and predominantly commercially oriented local streets when state or interstate highways are not utilized."*

**Tier 2: Arterials and Collector Streets:**

Tier 2 truck routes were identified pursuant to the regulations specified in California Government Code §65302.02(b)(1), which states that:

- *"Major or minor collector streets and roads that predominantly serve commercially oriented uses shall be used for truck routes only when strictly necessary to reach existing industrial zones.*

**Tier 3: Other Transportation Arteries:**

Tier 3 truck routes were identified pursuant to the regulations specified in California Government Code §65302.02(b)(2), which states that:

- *"Trucks shall be routed via transportation arteries that minimize exposure to sensitive receptors."*

## Project Objectives

While the County's General Plan Circulation Element and Good Neighbor Policy contain policies related to goods movement and truck routes, the County does not currently have an existing Truck Route Plan. The County currently utilizes Riverside County Ordinance No. 500 that specifies weight limits, roads not suitable for trucks, and alternate roads. As such, the primary objective for the proposed Project, as set forth by the County of Riverside, is to establish the County's designated Truck Route Map in accordance with the requirements of AB 98 and California Government Code Section 65302.02.

## Required Approvals

Riverside County is the Lead Agency with responsibility for approving the proposed Project under CEQA. Table 1, Required Permits and Approvals, shows the actions that would be required to implement the proposed Project. Although no approvals are required by other agencies for adoption of the amendments to the General Plan Circulation Element, Good Neighbor Policy and Ordinance No. 348, the County has coordinated with the Western Riverside Council of Governments (WRCOG), Coachella Valley Association of Governments (CVAG), and the surrounding cities to appropriately designate truck routes consistent with the surrounding network of extending through incorporated areas.

**Table 1: Required Permits and Approvals**

| Agency | Permit/Approval Required |
|---|---|
| **FEDERAL** | |
| No federal agencies identified | |
| **STATE** | |
| No state agencies identified | |
| **REGIONAL** | |
| No regional agencies identified | |
| **LOCAL** | |
| Riverside County | CEQA Determinations/Approvals:<br>• Certification of a Focused Environmental Impact Report (EIR)<br>• Adoption of a Mitigation, Monitoring, and Reporting Program<br>• Adoption of a Statement of Overriding Considerations<br>• Adoption of a Notice of Determination<br>Approval of the following entitlements:<br>• Adoption of an Amendment to the Riverside County General Plan Circulation Element<br>• Adoption of an Amendment to the Good Neighbor Policy for Logistics and Warehouse/Distribution Uses and Assembly Bill 98 (Logistics) (Policy F-3)<br>• Adoption of an Amendment to Riverside County Ordinance No. 348, Providing for Land Use Planning and Zoning Regulations and Related Functions of the County of Riverside (as amended through Ordinance No. 348.4997, effective April 28, 2023) |

# B. Environmental Topics to be Addressed in the Draft Focused EIR

## Probable Environmental Effects:

The probable environmental effects associated with the Project are detailed in the attached Initial Study (IS). All questions answered "Potentially Significant Impact" or "Less Than Significant Impact with Mitigation Incorporated" will be analyzed further in the Draft EIR. All questions answered "Less Than Significant Impact" or "No Impact" will be summarized but will not be analyzed further in the Draft EIR. It is anticipated that the proposed Project would have the potential to result in significant impacts under the following issue areas. A detailed analysis of the following issue areas will be included in the forthcoming EIR:

- Air Quality
- Energy
- Greenhouse Gas Emission
- Land Use/Planning
- Noise
- Transportation

The EIR will include all topical areas of content required by CEQA, including cumulative impacts, alternatives to the proposed Project, and growth-inducing impacts. For each resource topic, environmental impacts relating to construction and operations the Project will be identified. However, the level of analysis to be included may vary based on the complexity of the issues, public and agency input to this Notice of Preparation (NOP), and/or refinements to the project description

that may occur after the publication of this NOP. For impacts that are significant, mitigation measures will be proposed to alleviate or avoid the significant impact(s).

## Air Quality

The County is located within portions of three air basins: the South Coast Air Basin, the Salton Sea Air Basin, and the Mojave Desert Air Basin. The South Coast Air Quality Management District (SCAQMD) has jurisdiction over the South Coast Air Basin, which includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. SCAQMD also has jurisdiction over the Riverside County portions of the Salton Sea Air Basin, including the Coachella Valley, and the Mojave Desert Air Basin, with the exception of the Palo Verde Valley. The Palo Verde Valley, located along the eastern boundary of the County adjoining the State of Arizona, is under the jurisdiction of the Mojave Desert Air Quality Management District (MDAQMD). Operational emissions will be evaluated for the Project. An Air Quality Impact Analysis is being prepared to determine whether the Project would conflict with or obstruct implementation of an air quality management plan.

## Energy

The EIR will examine the potential for wasteful, inefficient, or unnecessary consumption of energy resources during Project operation and the Project's consistency with state or local plans for renewable energy.

## Greenhouse Gas Emissions

The EIR will address the potential operation-related impacts relative to greenhouse gas emissions. A Greenhouse Gas Emissions Impact Analysis is being prepared to determine whether the Project would conflict with applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

## Land Use and Planning

The proposed Project may affect the use of properties within the Project area. The EIR will evaluate potential environmental effects to land use that include compatibility with existing and proposed local zoning and consistency with land use plans, policies, or regulations of the applicable jurisdictions, which include the Riverside County General Plan, all applicable Area Plans, and associated policy areas.

## Noise

The EIR will determine noise levels due to operation of the proposed Project, and a Noise Impact Analysis will be prepared to evaluate the Project's noise impacts for consistency with applicable laws, regulations, ordinances, and guidelines.

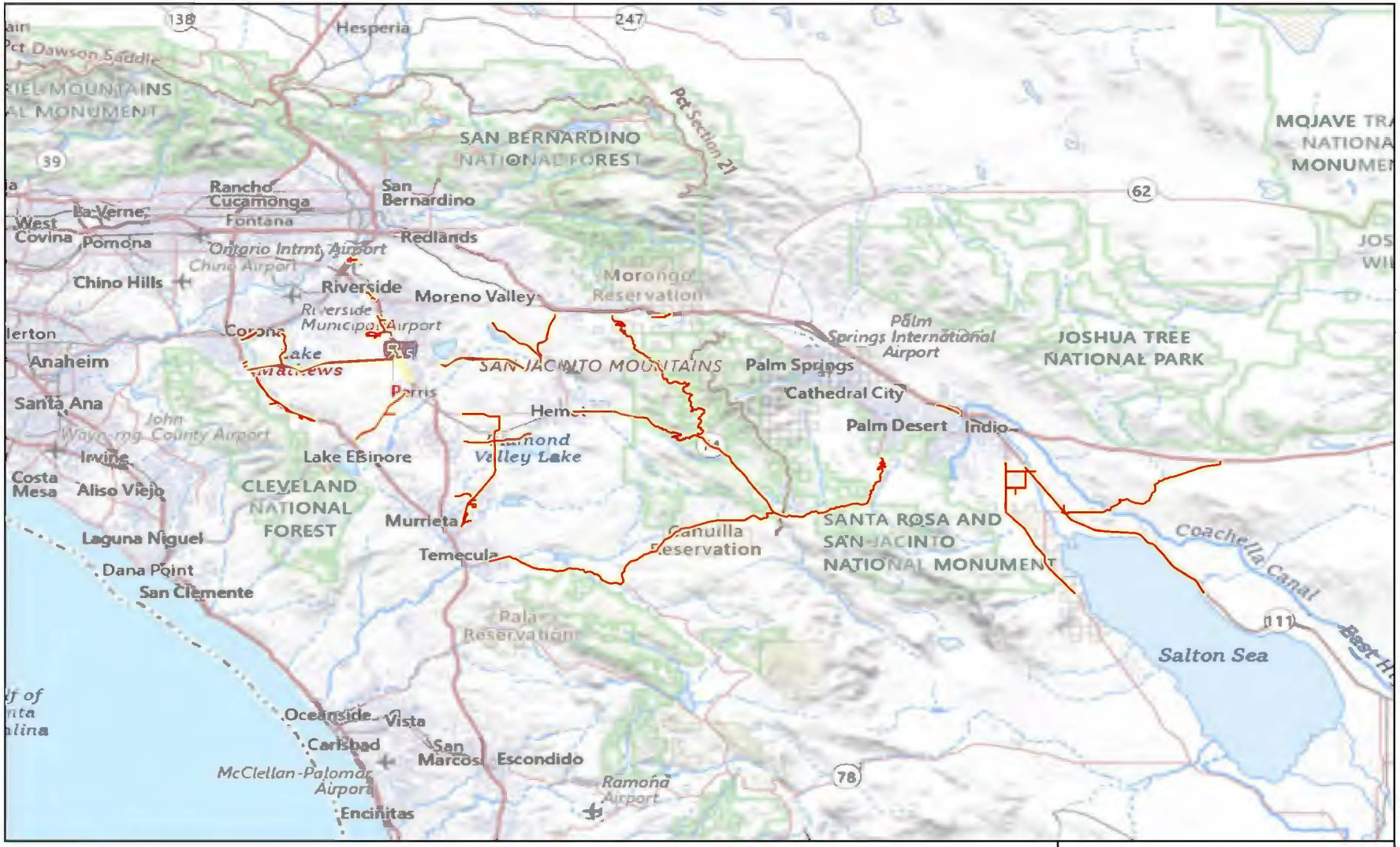
## Transportation

The EIR will include a traffic study that evaluates changes in circulation that could result from the proposed Project, focusing on effects during Project operation. A Transportation analysis will be prepared to evaluate whether the Project would conflict or be inconsistent with applicable circulation policies.

# ATTACHMENT B
# PROJECT FIGURES

## Countywide Truck Route System and AB 98/SB 415 Compliance Project

**Figure 1: Regional Vicinity**




BKF

Riverside County AB 98 EIR

***Figure 1: Regional Vicinity***

N

0 25 50 Miles

AB98 Proposed Truck Routes



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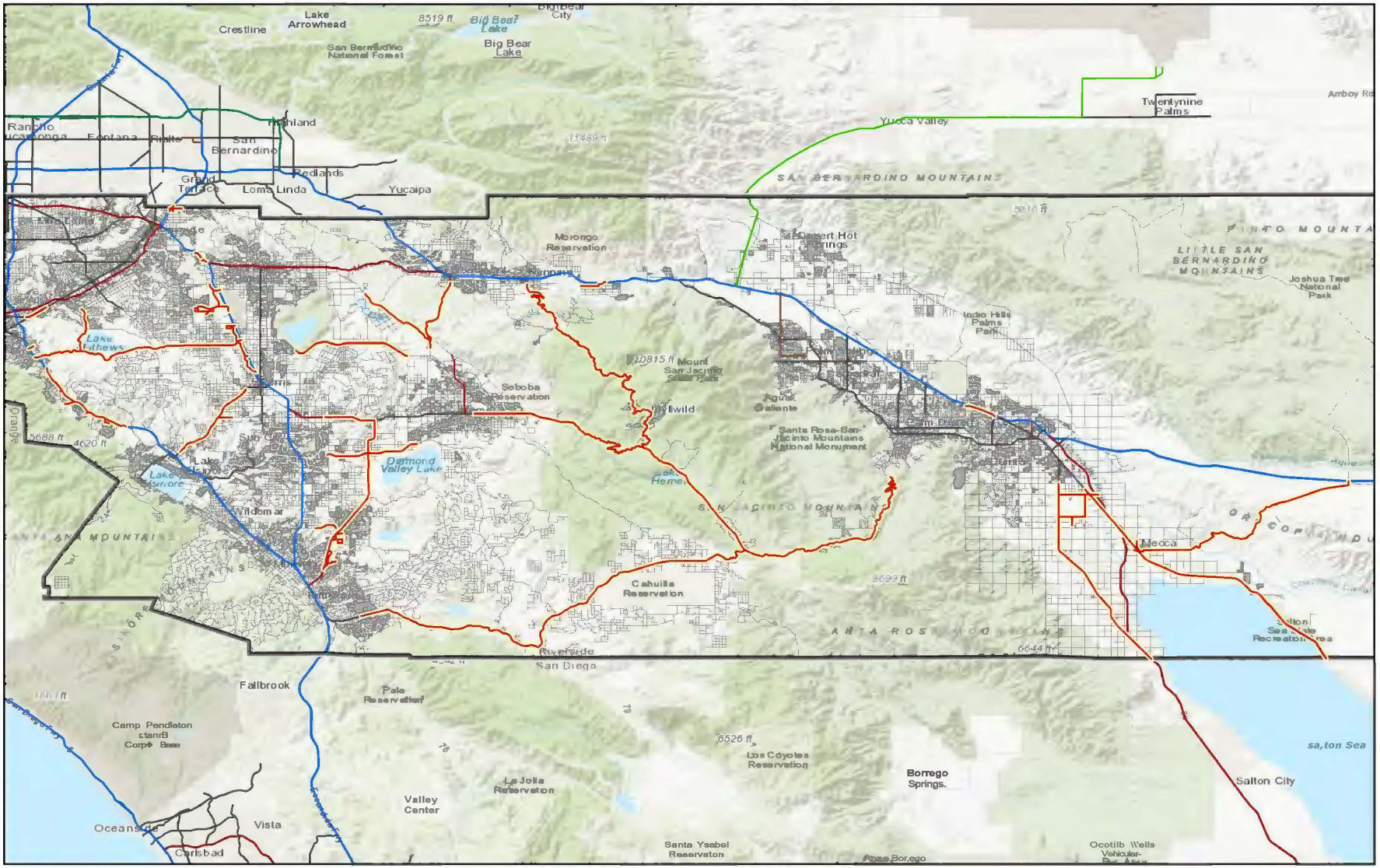
## Figure 2: Project Vicinity



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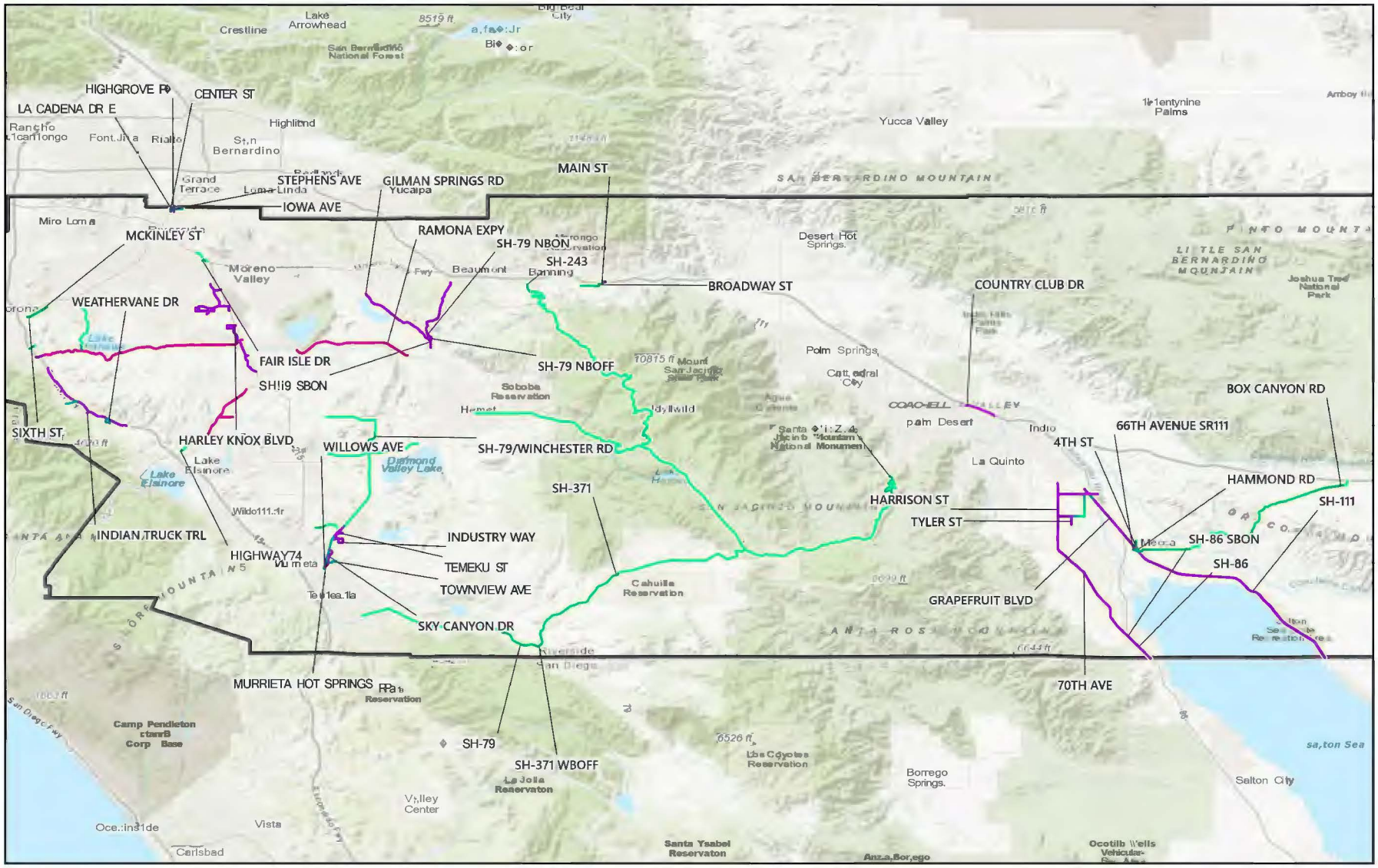
## Figure 3: Proposed Truck Routes

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Riverside County AB 98 EIR

***Figure 3: Proposed Truck Routes***

N

0 5 10 20 30 Miles

Riverside County Boundary

Riverside County Street

AB98 Proposed Truck Routes

Route Tier

Tier 1 Ranking

Tier 2 Ranking

Tier 3 Ranking

# ENVIRONMENTAL INITIAL STUDY FOR COUNTY OF RIVERSIDE COUNTYWIDE TRUCK ROUTE SYSTEM AND ASSEMBLY BILL 98/SENATE BILL 415 COMPLIANCE PROJECT

**October 2026**

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# 1. INTRODUCTION AND PROJECT DESCRIPTION

## A. PURPOSE AND PROJECT OVERVIEW

The Countywide Truck Route System and Assembly Bill 98/State Bill 415 Compliance Project (proposed "Project") consists of the implementation of the proposed Countywide Truck Route System in response to Assembly Bill 98 (AB 98) (signed into law September 29, 2024, and as amended by Senate Bill 415 [SB 415] signed into law October 3, 2025) to establish standards for warehouse and logistics development, including truck traffic, site design and land use compatibility for the County of Riverside (County). The Project would also result in amendments to the existing *Riverside County General Plan Circulation Element*; the County's *Good Neighbor Policy for Logistics and Warehouse/Distribution Uses and Assembly Bill 98 (Logistics)* (*Board of Supervisors* Policy No. F-3); and Riverside County Ordinance No. 348, *Providing for Land Use Planning and Zoning Regulations and Related Functions of the County of Riverside* (as amended through Ordinance No. 348.4997, effective April 28, 2023) ("Zoning Ordinance") to include polices and restrictions to achieve compliance with AB 98.

In addition to new siting requirements and operational standards for logistics facilities, the law requires designating truck routes to minimize impacts on surrounding communities, particularly the air quality, noise, and lighting impacts to sensitive receptors. By state law definition, sensitive receptors include residential uses, schools, daycare facilities, public parks, playgrounds, nursing homes and hospitals.[1]

The Project does not propose any construction. All roadways proposed to be designated as truck routes are presently constructed and open to traffic. No new unplanned roadways would have to be constructed to redistribute the truck traffic and no existing roadways would have to be modified. Any potential physical change to the environment would involve installation of signage designating truck routes. Future site-specific truck route roadway improvement projects associated with the Project would be required to separately analyze potential environmental impacts in compliance with CEQA and are not included as part of the Project.

The specific Project approvals sought by Riverside County include:

1. Adoption of an Amendment to the *Riverside County General Plan Circulation Element* (July 7, 2020)
2. Adoption of an Amendment to the *Good Neighbor Policy for Logistics and Warehouse/Distribution Uses and Assembly Bill 98 (Logistics) (Board of Supervisors Policy No. F-3)* (May 7, 2025)
3. Adoption of an Amendment to Riverside County Ordinance No. 348, *Providing for Land Use Planning and Zoning Regulations and Related Functions of the County of Riverside* (as amended through Ordinance No. 348.4997, effective April 28, 2023)

[1] Cal. Code Regs. Tit. 14, § 1765.1

Given the broad scope of the Project, it has been determined that a Program EIR is a necessary and appropriate environmental analysis that will also be an important basis for further evaluating any specific future development project within the Project area. A description of the Project area is provided below.

This Initial Study has been prepared pursuant to the California Environmental Quality Act (CEQA; California Public Resources Code Section 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations Section 15000 et seq.).

**B. PROJECT OBJECTIVES**

While the County's General Plan Circulation Element and Good Neighbor Policy contain policies related to goods movement and truck routes, the County does not currently have an existing Truck Route Plan. The County currently utilizes Riverside County Ordinance No. 500 that specifies weight limits, roads not suitable for trucks, and alternate roads. As such, the primary objective for the proposed Project, as set forth by the County of Riverside, is to establish the County's designated Truck Route Map in accordance with the requirements of AB 98 and California Government Code Section 65302.02.

**C. POLICY DOCUMENT AMENDMENTS**

As discussed above, the Project includes amendments to the following existing County policy documents below:

1. Amendment to the *Riverside County General Plan Circulation Element* (July 7, 2020)
2. Amendment to the *Good Neighbor Policy for Logistics and Warehouse/Distribution Uses and Assembly Bill 98 (Logistics) (Board of Supervisors Policy No. F-3)* (May 7, 2025)
3. Amendment to Riverside County Ordinance No. 348, *Providing for Land Use Planning and Zoning Regulations and Related Functions of the County of Riverside* (as amended through Ordinance No. 348.4997, effective April 28, 2023)

**C. PROJECT LOCATION AND AREA DESCRIPTION**

Riverside County, California, lies east of Orange County, north of San Diego and Imperial Counties, and south of San Bernardino and Los Angeles Counties. Riverside County is the fourth largest county in the state, encompassing approximately 7,400 square miles and extending westward from the Colorado River to within 14 miles of the Pacific Ocean, a stretch of approximately 200 miles.

The proposed Project would be implemented County-wide and would include truck routes throughout the County, including within the boundaries of the most of the County's Area Plans. Specifically, the following 14 County Area Plans include truck routes:

- Highgrove Area Plan
- Harvest Valley/Winchester

- Temescal Canyon Area Plan
- Lake Elsinore Area Plan
- Lake Mathews/Woodcrest Area Plan
- Mead Valley Area Plan
- Reche Canyon/Badlands Area Plan
- Lakeview/Nuevo Area Plan
- San Jacinto Valley Area Plan
- Southwest Area Plan
- The Pass Area Plan
- Riverside Extended Mountain (REMAP) Area Plan
- Western Coachella Valley Area Plan
- Eastern Coachella Valley Area Plan

Refer to ***Exhibit 1, Regional Vicinity Map***, ***Exhibit 2, Project Vicinity Map***, and ***Exhibit 3, Proposed Truck Routes***.

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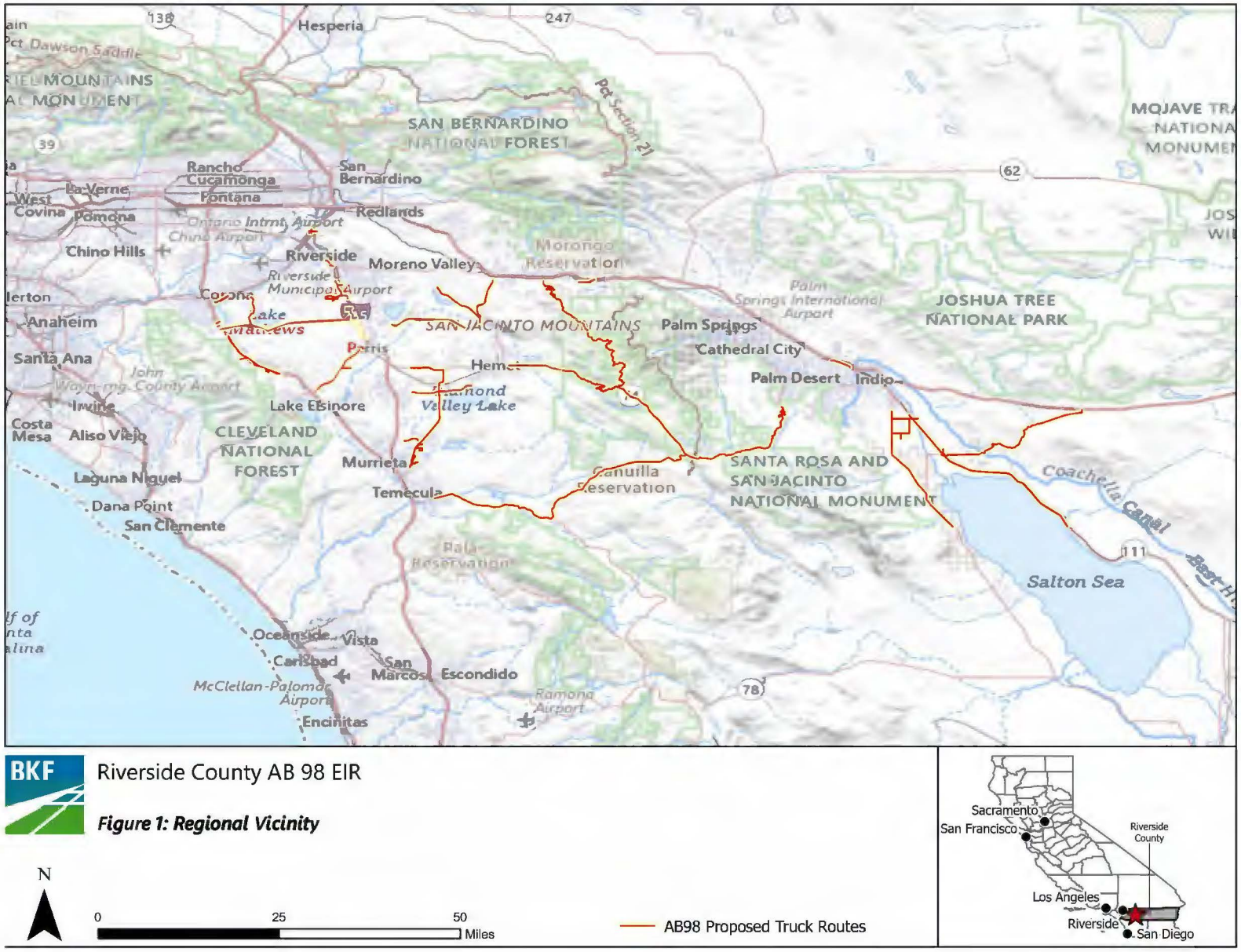
## Figure 1: Regional Vicinity



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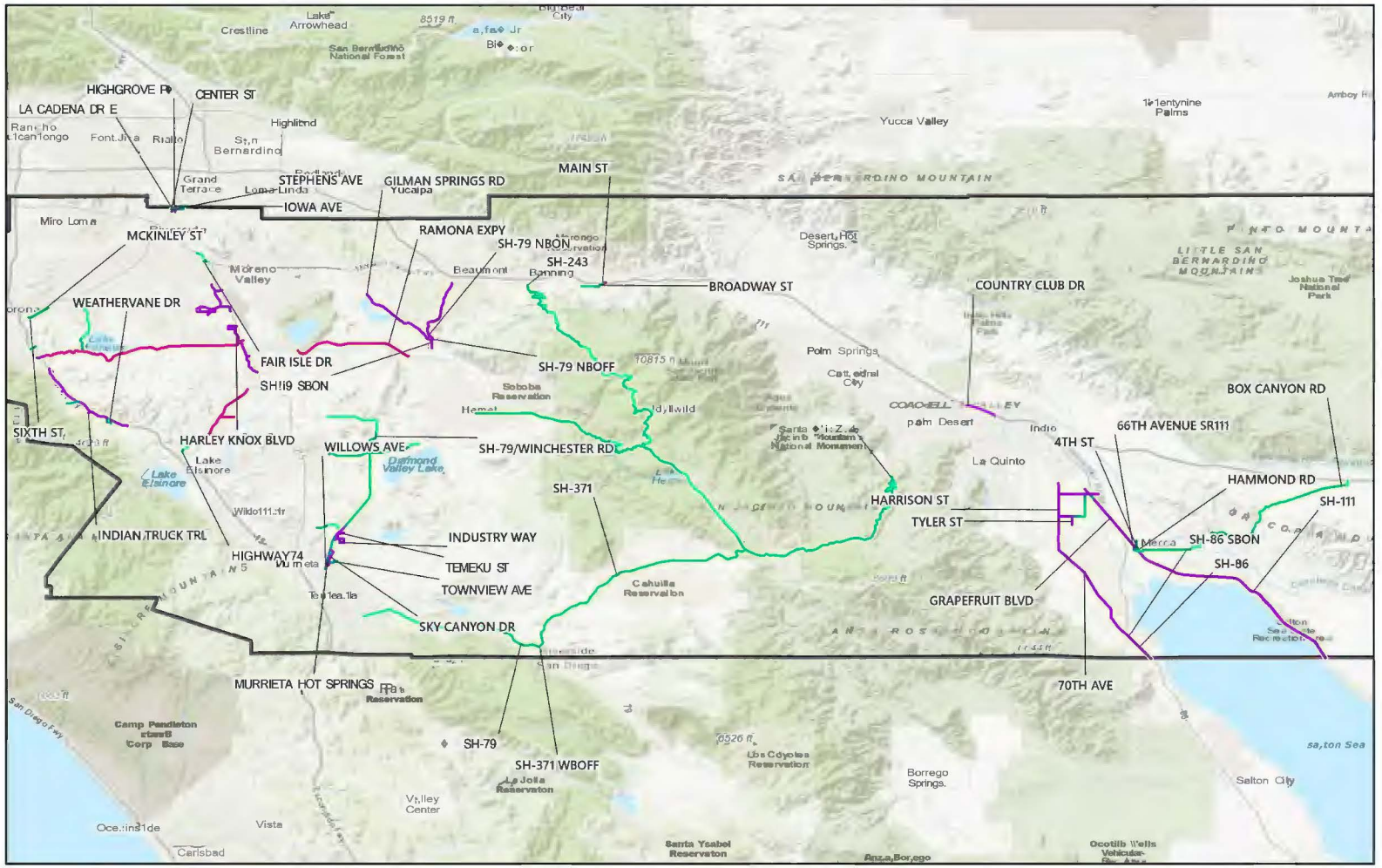
## Figure 2: Project Vicinity Map

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Riverside County AB 98 EIR

***Figure 3: Proposed Truck Routes***

N

0 5 10 20 30 Miles

Riverside County Boundary

Riverside County Street

AB98 Proposed Truck Routes
Route Tier

Tier 1 Ranking

Tier 2 Ranking

Tier 3 Ranking

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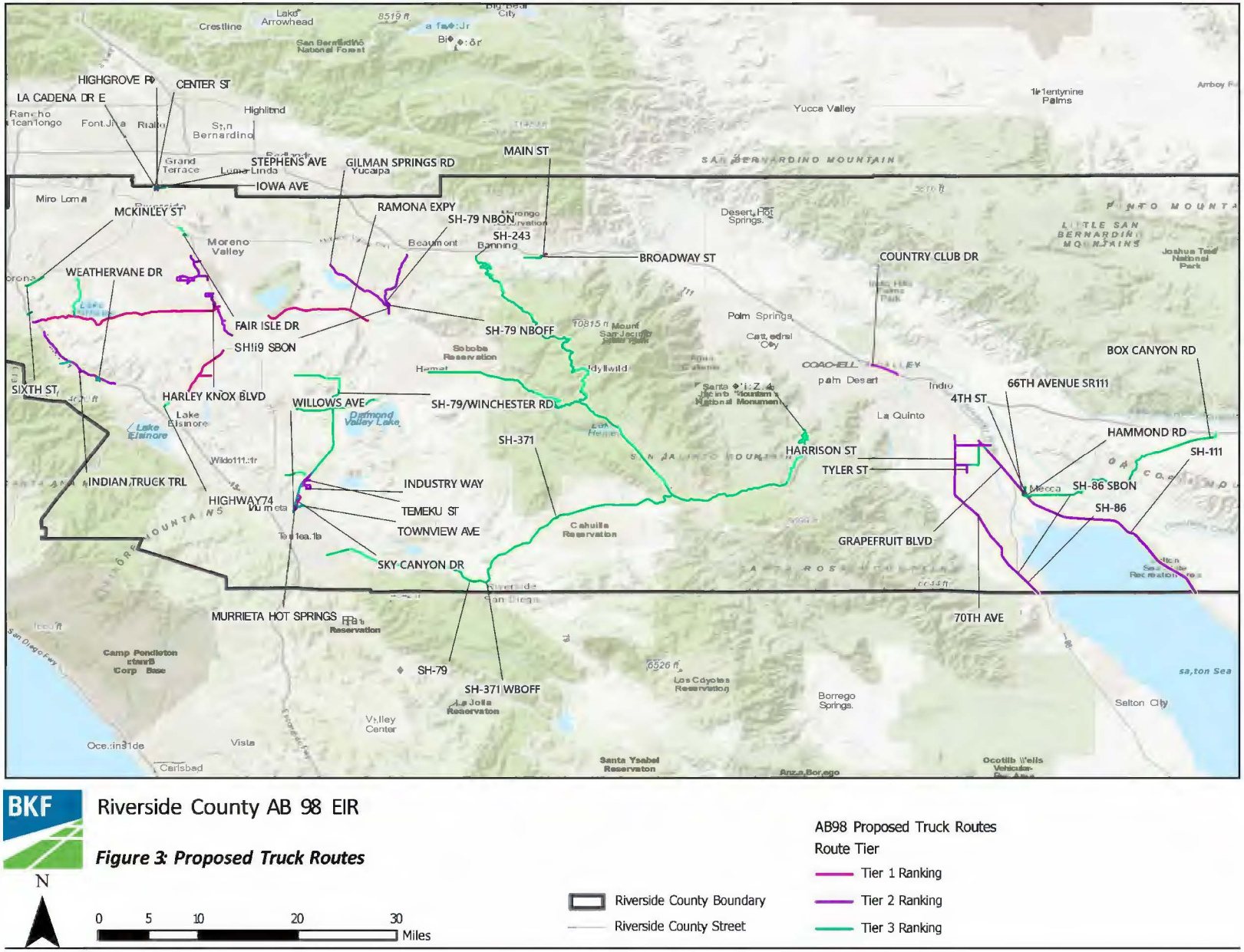
## Figure 3: Proposed Truck Routes

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Riverside County AB 98 EIR

***Figure 3: Proposed Truck Routes***

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**C. PROJECT DESCRIPTION**

The Project includes the implementation of a tiered truck route network, which the County has developed in alignment with Section 65302.02 of the California Government Code. The three-tiered system includes:

**Tier 1: State Facilities:**

The Tier 1 truck routes were identified pursuant to the regulations specified in California Government Code §65302.02(b), under which agencies shall:

- *"Maximize the use of interstate or state divided highways as preferred routes for truck routes. The county or city shall also maximize use of arterial roads, major thoroughfares, and predominantly commercially oriented local streets when state or interstate highways are not utilized."*

**Tier 2: Arterials and Collector Streets:**

Tier 2 truck routes were identified pursuant to the regulations specified in California Government Code §65302.02(b)(1), which states that:

- *"Major or minor collector streets and roads that predominantly serve commercially oriented uses shall be used for truck routes only when strictly necessary to reach existing industrial zones.*

**Tier 3: Other Transportation Arteries:**

Tier 3 truck routes were identified pursuant to the regulations specified in California Government Code §65302.02(b)(2), which states that:

- *"Trucks shall be routed via transportation arteries that minimize exposure to sensitive receptors."*

As discussed above, the Project does not propose any construction. Site-specific future development projects under the Project would be required to separately analyze potential environmental impacts in compliance with CEQA and are not included as part of the Project.

In addition to approval of the Project and certification of the CEQA document, the specific Project approvals sought by Riverside County include:

1. Adoption of an Amendment to the *Riverside County General Plan Circulation Element* (July 7, 2020);
2. Adoption of an Amendment to the *Good Neighbor Policy for Logistics and Warehouse/Distribution Uses and Assembly Bill 98 (Logistics) (Board of Supervisors Policy No. F-3)* (May 7, 2025); and

3. Adoption of an Amendment to Riverside County Ordinance No. 348, *Providing for Land Use Planning and Zoning Regulations and Related Functions of the County of Riverside* (as amended through Ordinance No. 348.4997, effective April 28, 2023).

# 2. ENVIRONMENTAL SETTING

**A. Existing Transportation System**

Based on the County's General Plan Circulation Element, Riverside County's transportation system is composed of numerous state highways (both freeways and arterial highways), as well as numerous County and City routes. The County of Riverside is responsible for maintaining an extensive network of low-volume rural roads in sparsely settled areas to service goods movement and the agricultural industry. Large trucks are the primary means of transporting such goods and are essential to the intra-regional distribution of consumer products. The County is also responsible for a network of heavily impacted roads in urbanized areas that carry truck traffic to logistics facilities and rail yards that serve as hubs for distributing goods outside of Riverside County to national and international markets. These facilities' operations are linked strongly to Ports of Los Angeles and Long Beach. In addition, trucks comprise at least 15 percent of the daily traffic volume on some of the primary goods movement corridors in Riverside County, such as Interstate 15 (I-15) from Temecula to Ontario, State Route 60 (SR-60) westward from Interstate 215 (I-215), and Interstate 10 (I-10) in the Coachella Valley and San Gorgonio Pass areas.

**B. Regulatory Setting**

On September 29, 2024, AB 98 was signed into law, which imposes new design and build standards for new or expanded logistics uses across the state. In general, AB 98 imposes standards relating to warehouse design and location, parking, truck loading bays, landscaping buffers, entry gates, and signage. The type of requirements that would apply to a project will depend on the presence of sensitive receptors, the size of the project, and the existing zoning on the land. AB 98 also imposes requirements for developments on sites that are not zoned industrial or would require rezoning that are located in the "Warehouse Concentration Region" of southern California regardless of the presence of a sensitive receptor.

A Warehouse Concentration Region (WCR) is an area identified by the State as having a significant concentration of warehouse, logistics, and freight-related activities. AB 98 identifies the WCR as the unincorporated areas in the Counties of Riverside and San Bernardino and the Cities of Jurupa Valley, Moreno Valley, Perris, Riverside, Chino, Colton, Fontana, Ontario, Rancho Cucamonga, Redlands, Rialto, and San Bernardino. The bill designates County of Riverside and portions of the Inland Empire as a WCR due to the importance of the region in California's goods movement network. Jurisdictions located within a WCR are subject to specific truck route planning requirements established by State law. Jurisdictions within the WCR will have until January 1, 2026, to make these amendments, while all other jurisdictions must complete these revisions by January 1, 2028.

AB 98 also requires cities and counties to update the circulation element components of their general plans to establish designated truck routes that avoid residential areas and sensitive receptors. Specifically, new Government Code Section 65302.02 specifies that counties and cities shall maximize the use interstate or state divided highways as preferred routes for truck routes. The county or city shall also maximize use of arterial roads, major thoroughfares, and predominantly commercially oriented local streets when state or interstate highways are not

utilized. For purposes of this section, local roads shall be considered to predominantly serve commercial uses if more than 50 percent of the properties fronting the road within 1,000 feet are designated for commercial or industrial use according to the local zoning ordinance.

The term "trucks" and "truck routes" reflect "heavy-duty trucks" as defined in the statutory language enacted through AB 98. Heavy-duty trucks are categorized as class 7 or 8 vehicles with a gross vehicle weight rating that is greater than 26,000 pounds. Large box trucks or utility trucks are examples of class 7 vehicles. Semi-trucks (that carry containers to and from ports, warehouses, and businesses) and garbage trucks are examples of class 8 vehicles. Local jurisdictions also designate truck routes for vehicles that are categorized as class 4, 5, or 6 with a gross vehicle weight rating between 14,000 and 26,000 pounds (buses, small box trucks, and flatbed trucks).

Local jurisdictions, including the County, also apply weight restrictions along some roadways that limit access to light-duty vehicles (passenger cars, pickup trucks, SUVs, and delivery vans) that are classified as class 1 or 2 with a gross vehicle weight below 10,000 pounds), or some medium-duty vehicles, class 3 with a maximum gross vehicle weight of 14,000 pounds (equipment trucks, medium delivery vans).

On October 3, 2025, Senate Bill 415 (SB 415) was signed into law, and refined the provisions enacted through AB 98. The changes relevant to Riverside County consist of minor refinements to the definition of sensitive receptors (excepting certain parks and recreation areas used as buffers) and the addition of requirements for enforcement officer training and certification. As the training and certification will be conducted by the California Highway Patrol, who currently serves as the enforcement agency for truck routes on behalf of Riverside County, the County will not need to conduct additional actions to comply with this requirement.

# 3. ENVIRONMENTAL CHECKLIST FORM

**A. Project Information**

| | | |
|---|---|---|
| **1.** | **Project Title:** | Countywide Truck Route System and Assembly Bill 98 (AB 98)/Senate Bill 415 (SB 415) Compliance Project |
| **2.** | **Lead Agency Name and Address** | County of Riverside<br>Planning Department<br>PO Box 1409<br>Riverside, CA 92501 |
| **3.** | **Contact Person and Phone Number** | County of Riverside Planning Department<br>(951) 955-3200<br>PLANNING@RIVCO.ORG |
| **4.** | **Project Location** | Countywide |
| **5.** | **Project Sponsor Name and Address** | County of Riverside<br>PO Box 1409<br>Riverside, CA 92501 |
| **6.** | **General Plan Designation Existing** | Various |
| | **General Plan Designation Proposed** | Various |
| **7.** | **Zoning Existing** | Various |
| | **Zoning Proposed** | Various |
| **8.** | **Description of Project** | The proposed Project consists of the implementation of the Countywide Truck Route System in response to AB 98 (signed into law September 29, 2024, and as amended by SB 415 signed into law October 3, 2025) to establish standards for warehouse and logistics development, including truck traffic, site design and land use compatibility. The Project would also result in amendments to the existing *Riverside County General Plan Circulation Element*; the County's *Good Neighbor Policy for Logistics and Warehouse/Distribution Uses and Assembly Bill 98 (Logistics)* (*Board of Supervisors* Policy No. F-3); and Riverside County Ordinance No. 348, *Providing for Land Use Planning and Zoning Regulations and Related Functions of the County of Riverside* (as amended through Ordinance No. 348.4997, effective April 28, 2023) ("Zoning Ordinance") to |

| | | | |
|---|---|---|---|
| | | | include polices and restrictions to achieve compliance with AB 98. |
| **9.** | **Surrounding Land Use Designations and Zoning** | | |
| | **North** | Land Use Designation | Various |
| | | Zoning | Various |
| | **East** | Land Use Designation | Various |
| | | Zoning | Various |
| | **South** | Land Use Designation | Various |
| | | Zoning | Various |
| | **West** | Land Use Designation | Various |
| | | Zoning | Various |
| **10.** | **Other Required Public Agency Approvals** | | |
| | • None | | |
| **11.** | **Have California Native American Tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3? If so, has consultation begun?** | | |
| | *Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21083.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File based on Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code Section 21082.3(c) contains provisions specific to confidentiality.*<br><br>The County has established a Tribal Historic Preservation Office (THPO) contact list pursuant to Public Resources Code Section 21080.3. The County distributed letters to applicable THPOs on the County's contact list, on August 12, 2026, to notify the Tribes regarding the Project, provide initial information about the Project, and invite consultation. Tribal consultation will be completed prior to publication of the forthcoming Environmental Impact Report (EIR) for the Countywide Truck Route System and AB 98/SB 415 Compliance Project. See Section 4.18, *Tribal Cultural Resources*, of this ISD for additional information. | | |

**B.Environmental Factors Potentially Affected**

The environmental factors checked below would be potentially affected by this project, involving at least one impact requiring mitigation to be reduced to a level that is less than significant as indicated in the checklist on the following pages.

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

**C.Determination**

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ 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 of the incorporated mitigation measures and revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.

☒ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

**County Representative**

John Hildebrand
Planning Director

Date 1/3/26

# 4. ENVIRONMENTAL ANALYSIS

## 4.1 AESTHETICS

| Would the proposed project: | | | | | |
|---|---|---|---|---|---|
| | **Issues** | **Potentially Significant Impact** | **Less Than Significant Impact with Mitigation Incorporated** | **Less Than Significant Impact** | **No Impact** |
| a) | Have a substantial adverse effect on a scenic vista? | | | X | |
| b) | Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | | | X | |
| c) | Substantially degrade the existing visual character or quality of the site and its surroundings? | | | X | |
| d) | Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | | | X | |

**DISCUSSION**

*1(a) Have a substantial adverse effect on a scenic vista?*

**Determination: Less Than Significant Impact.**

A scenic vista is generally defined as a view of undisturbed natural lands exhibiting a unique or unusual feature that comprises an important or dominant portion of the viewshed. Scenic vistas may also be represented by a particular distant view that provides visual relief from less attractive views of nearby features. Other designated Federal and State lands, as well as local open space or recreational areas, may also offer scenic vistas if they represent a valued aesthetic view within the surrounding landscape.

The Riverside County General Plan Multipurpose Open Space Element identifies several policies to protect and maintain the County's scenic resources and scenic corridors to ensure that future development enhances them. However, the proposed Project involves the implementation of designated truck routes within the County. All roadways proposed to be designated as truck routes are presently constructed and open to traffic. No new unplanned roadways would have to be constructed to redistribute the truck traffic, and no existing roadways would have to be modified.

The Project does not propose any construction. Site-specific future roadway projects that may be facilitated by the Project would be required to separately analyze potential environmental impacts in compliance with CEQA and would be subject to compliance with the proposed amendments to the Riverside County General Plan Circulation Element, Good Neighbor Policy and the Zoning Ordinance, which include polices and restrictions to achieve compliance with AB 98. In addition, such future development would be required to adhere to existing County

regulations regarding scenic resources.

Therefore, the Project would not have a substantial adverse effect on scenic vistas and a less than significant impact would occur.

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

**Determination: Less Than Significant Impact.**

Based on the California Department of Transportation State Scenic Highway Map, there are multiple officially designated and eligible State scenic highways in the County, including I-15, State Route 62 (SR-62), State Route 74 (SR-74), State Route 111 (SR-111) and State Route 243 (SR-243). The Riverside County General Plan Circulation Element identifies several policies intended to protect and maintain resources along scenic highways, with which future improvements under the Project would be required to comply. The proposed Project includes the designation of SR-74, an officially designated State scenic highway, as a proposed truck route. However, this roadway is presently constructed and open to traffic. No new unplanned roadways would have to be constructed to redistribute the truck traffic, and no existing roadways would have to be modified. In addition, the Project does not propose any construction. Site-specific future roadway projects that may be facilitated by the Project would be required to separately analyze potential environmental impacts in compliance with CEQA and would be subject to compliance with the proposed amendments to the Riverside County General Plan Circulation Element, Good Neighbor Policy and the Zoning Ordinance, which include polices and restrictions to achieve compliance with AB 98.

Therefore, the Project would not substantially damage scenic resources within a State scenic highway and a less than significant impact would occur.

*1(c) Substantially degrade the existing visual character or quality of the site and its surroundings?*

**Determination: Less Than Significant Impact.**

As discussed above, the Project consists of the implementation of the Countywide Truck Route System including the designation of truck routes, in compliance with the provisions of AB 98. The Project does not propose any construction and would provide policies and programs to regulate and facilitate future designated truck route roadway improvements within the County. Site-specific future roadway projects that may be facilitated by the Project would be required to separately analyze potential environmental impacts in compliance with CEQA and would be subject to compliance with the proposed amendments to the Riverside County General Plan Circulation Element, Good Neighbor Policy and the Zoning Ordinance, which include policies and restrictions to achieve compliance with AB 98.

Therefore, the Project would not substantially degrade the existing visual character or quality within the County and a less than significant impact would occur.

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

**Determination: Less Than Significant Impact.**

A potentially significant impact would occur if a new source of substantial light or glare causes an adverse effect on day or nighttime views. Light impacts are typically associated with the use of artificial light during the evening and nighttime hours. Glare may be a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass and reflective cladding materials, and may interfere with the safe operation of a motor vehicle on adjacent streets. Daytime glare generation is common in urban areas and is typically associated with mid- to high-rise buildings with exterior façades largely or entirely comprising highly reflective glass or mirror-like materials. Nighttime glare is primarily associated with bright point source lighting that contrasts with existing low ambient light conditions.

Existing sources of light and glare in the County are typical of what can be found in urban environments. Existing light in the County is generated from building interiors and exterior sources (i.e., building illumination, security lighting, parking lot lighting, and landscape lighting) associated with existing residential, commercial, industrial and public facility land uses throughout the County. Other existing sources of roadway light and glare include light at night from traffic, street lighting, traffic signals, and freeway on- and off-ramps.

The proposed Project would not result in any physical changes that would create a new source of substantial light or glare, as the Project does not propose any construction. Although the Project is not a construction project, the Project would provide policies and programs to regulate and facilitate future designated truck route roadway improvements within the County, including regulations pertaining to light and glare.

Therefore, the Project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area and impacts would be less than significant.

**MITIGATION MEASURES**

No mitigation is required.

## 4.2 AGRICULTURE AND FORESTRY RESOURCES

| Would the proposed project: | | | | | |
|---|---|---|---|---|---|
| | **Issues** | **Potentially Significant Impact** | **Less Than Significant Impact with Mitigation Incorporated** | **Less Than Significant Impact** | **No Impact** |
| In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the State's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. **Would the proposed project:** | | | | |
| 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 nonagricultural use? | | | X | |
| b) | Conflict with existing zoning for agricultural use, or a Williamson Act contract? | | | X | |
| c) | Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))? | | | X | |
| d) | Result in the loss of forestland or conversion of forestland to non-forest use? | | | X | |
| e) | Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forestland to non-forest use? | | | X | |

**DISCUSSION**

*2(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 nonagricultural use?*

**Determination: Less Than Significant Impact.**

The California Department of Conservation (DOC) manages the Farmland Mapping and Monitoring Program (FMMP), which identifies and maps significant farmland in the State of California. Pursuant to Public Resources Code Section 21060.1, farmland is classified using a system of five categories: Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance, and Grazing Land. The classification of farmland as Prime Farmland, Farmland of Statewide Importance, and Unique Farmland is based on the suitability of soils for agricultural production, as determined by a soil survey conducted by the National Resources Conservation Service.

The FMMP identifies several classifications of important agricultural lands throughout the County. In addition, the Riverside County General Plan Multipurpose Open Space Element identifies several policies to protect and maintain the County's agricultural resources. However, the proposed Project involves the implementation of designated truck routes within the County. The existing roadways that would be proposed for truck routes involve transportation uses and no agricultural operations occur in these areas. All roadways proposed to be designated as truck routes are presently constructed and open to traffic. No new roadways that could affect important farmland would be constructed as part of the proposed Project. Although the Project is not a construction project, the Project would provide policies and programs to regulate and facilitate future designated truck route roadway improvements within the County, including regulations pertaining to agricultural resources.

Therefore, the Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance and a less than significant impact would occur.

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

**Determination: Less Than Significant Impact.**

Based on the California Department of Conservation (DOC) Williamson Act Enrollment Finder, there are multiple parcels in the County that are currently enrolled in a Williamson Act contract. In relation to the proposed truck routes, there are Williamson Act lands adjacent to SR-74 in Hemet; Harrison Street to the south of Coachella near the Salton Sea; and SR-111 and Box Canyon Road in Mecca near the Salton Sea. However, since no construction would occur with the Project, none of these Williamson Act lands would be affected by the Project. The Project would provide policies and programs to regulate and facilitate future designated truck route roadway improvements within the County, including regulations pertaining to Williamson Act lands.

Therefore, Project implementation would not conflict with existing zoning for agricultural use, or a Williamson Act contract. A less than significant impact would occur.

*2(c) Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timber and zoned Timberland Production (as defined by Government Code Section 51104(g))?*

**Determination: Less Than Significant Impact.**

The Riverside County General Plan Multipurpose Open Space Element states that there are two areas of forestry resources in the County: the Cleveland National Forest and the San Bernardino National Forest, which are part of the Sierra Mountain range. Figure OS-3a, *Forestry Resources in Western Riverside County,* shows that two of the proposed truck routes are within, or adjacent to, areas designated as forestry resources: SR-79 near Aguanga (Cleveland National Forest) and SR-74 in Idyllwild (San Bernardino National Forest).

The Project does not propose any construction. Site-specific future roadway projects that may be facilitated by the Project would be required to separately analyze potential environmental impacts in compliance with CEQA and would be subject to compliance with the proposed amendments to the Riverside County General Plan Circulation Element, Good Neighbor Policy and the Zoning Ordinance, which include polices and restrictions to achieve compliance with AB 98. In addition, such future development would be required to adhere to existing County regulations regarding forestry resources.

As such, Project implementation would not conflict with existing zoning of, or result in the rezoning of forestland, timberland, or timberland zoned Timberland Production and a less than significant impact would occur.

*2(d) Result in the loss of forestland or conversion of forestland to non-forest use?*

**Determination: Less Than Significant Impact.**

Refer to Impact 4.2(c). A less than significant impact would occur in this regard.

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

**Determination: Less Than Significant Impact.**

Refer to Impacts 4.2(a) through 4.2(d), above. The Project would not involve changes in the existing environment which could result in the conversion of farmland to non-agricultural use or the conversion of forestland to non-forest use. Site-specific future roadway projects that may be facilitated by the Project would be required to separately analyze potential environmental impacts in compliance with CEQA and would be subject to compliance with the proposed amendments to the Riverside County General Plan Circulation Element, Good Neighbor Policy and the Zoning Ordinance, which include polices and restrictions to achieve compliance with AB 98. In addition, such future development would be required to adhere to existing County regulations regarding forestry resources. Therefore, a less than significant impact to such lands

would occur under the Project.

**MITIGATION MEASURES**

No mitigation is required.

## 4.3 AIR QUALITY

| Would the proposed project: | | | | | |
|---|---|---|---|---|---|
| | **Issues** | **Potentially Significant Impact** | **Less Than Significant Impact with Mitigation Incorporated** | **Less Than Significant Impact** | **No Impact** |
| a) | Conflict with or obstruct implementation of the applicable air quality plan? | X | | | |
| b) | Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard? | X | | | |
| c) | Expose sensitive receptors to substantial pollutant concentrations? | X | | | |
| d) | Result in other emissions (such as those leading to odors adversely affecting a substantial number of people? | X | | | |

**DISCUSSION**

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

**Determination: Potentially Significant Impact.**

The County is located within portions of three air basins: the South Coast Air Basin, the Salton Sea Air Basin, and the Mojave Desert Air Basin. South Coast Air Quality Management District (SCAQMD) has jurisdiction over the South Coast Air Basin, which includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. SCAQMD also has jurisdiction over the Riverside County portions of the Salton Sea Air Basin, including the Coachella Valley, and the Mojave Desert Air Basin, with the exception of the Palo Verde Valley. The Palo Verde Valley, located along the eastern boundary of the County adjoining the State of Arizona, is under the jurisdiction of the Mojave Desert Air Quality Management District (MDAQMD).

South Coast Air Quality Management District

For the portion of the County within the SCAQMD's jurisdiction, the applicable air quality plan is the *2022 Air Quality Management Plan* (2022 AQMP) which was adopted on December 2, 2022.[2] The 2022 AQMP incorporates the latest scientific and technical information and planning

[2] South Coast Air Quality Management District, *2022 Air Quality Management Plan*, https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/final-2022-aqmp/final-2022-aqmp.pdf?sfvrsn=edcebd61_16, adopted December 2, 2022.

assumptions, including the latest applicable growth assumptions and updated emission inventory methodologies for various source categories. Additionally, the 2022 AQMP utilized information and data from the Southern California Association of Governments (SCAG) and its *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy* (2020-2045 RTP/SCS).[3] Although SCAG subsequently adopted the *2024-2050 Regional Transportation Plan/Sustainable Communities Strategy* (Connect SoCal 2024) on April 4, 2024, the SCAQMD has not yet adopted an updated AQMP that incorporates the growth forecasts and planning assumptions from Connect SoCal 2024. Accordingly, the 2022 AQMP and its underlying 2020–2045 RTP/SCS assumptions remain the applicable basis for evaluating consistency with the AQMP.

The 2022 AQMP relies on the demographic and growth projections developed by SCAG, including those in the 2020-2045 RTP/SCS, to forecast future emissions and to demonstrate attainment of the applicable ambient air quality standards. A project is generally considered consistent with the AQMP if it does not result in population, housing, or employment growth that exceeds the projections used in the development of the AQMP, and if it does not conflict with or delay implementation of the AQMP's control measures.

In addition to evaluating consistency with growth projections, SCAQMD has established regional mass daily significance thresholds for construction and operational emissions, which are used to determine whether a project would contribute to new or existing air quality violations or delay timely attainment of air quality standards. The SCAQMD's regional significance thresholds for construction and operational emissions are presented in ***Table 1, SCAQMD Thresholds of Significance***.

[3] Southern California Association of Governments, *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy*, https://scag.ca.gov/sites/default/files/2024-05/0903fconnectsocal-plan_0.pdf, adopted September 3, 2020.

**Table 1: SCAQMD Thresholds of Significance**

| Phase | Daily Thresholds of Significance (lbs/day) | | | | | |
|---|---|---|---|---|---|---|
| | VOC | $NO_x$ | CO | $SO_x$ | $PM_{2.5}$ | $PM_{10}$ |
| Construction | 75 | 100 | 550 | 150 | 55 | 150 |
| Operation | 55 | 55 | 550 | 150 | 55 | 150 |

Notes: lbs = pounds; VOC = volatile organic compounds; $NO_x$ = nitrogen oxides; CO = carbon monoxide; $SO_x$ = sulfur oxides; $PM_{2.5}$ = particulate matter less than 2.5 micrometers; $PM_{10}$ = particulate matter less than 10 micrometers

Source: South Coast Air Quality Management District, *SCAQMD Air Quality Significance Thresholds,* https://www.aqmd.gov/docs/default-source/ceqa/handbook/south-coast-aqmd-air-quality-significance-thresholds.pdf?sfvrsn=25, revised March 2023.

Mojave Desert Air Quality Management District

According to the MDAQMD's *CEQA and Federal Conformity Guidelines* (MDAQMD Guidelines), MDAQMD has adopted federal attainment plans for ozone and $PM_{10}$; however, the MDAQMD's *Federal 75 ppb Ozone Attainment Plan* and the *Federal 8-Hour Ozone Attainment Plan* only applies to the Western Mojave Desert Nonattainment Area and does not extend into Riverside County. The applicable plan for the entire MDAQMD jurisdiction is the *2004 Ozone Attainment Plan (State and Federal)*.

According to the MDAQMD CEQA Guidelines, a project would conform with the applicable air quality plan if it complies with all applicable MDAQMD rules and regulations, complies with all proposed control measures, and is consistent with the growth forecasts in the applicable plan. Furthermore, MDAQMD has established daily and annual thresholds which are used to determine whether a project would delay timely attainment of air quality standards. The MDAQMD's significance annual and operational thresholds for emissions are presented in ***Table 2, MDAQMD Thresholds of Significance***.

**Table 2: MDAQMD Thresholds of Significance**

| Threshold | Criteria Pollutants | | | | | |
|---|---|---|---|---|---|---|
| | VOC | $NO_x$ | CO | $SO_x$ | $PM_{2.5}$ | $PM_{10}$ |
| Daily (lbs/day) | 137 | 137 | 548 | 137 | 65 | 82 |
| Annual (tons/day) | 25 | 25 | 100 | 25 | 12 | 15 |

Notes: lbs = pounds; VOC = volatile organic compounds; $NO_x$ = nitrogen oxides; CO = carbon monoxide; $SO_x$ = sulfur oxides; $PM_{2.5}$ = particulate matter less than 2.5 micrometers; $PM_{10}$ = particulate matter less than 10 micrometers

Source: Mojave Desert Air Quality Management District, *MDAQMD California Environmental Quality Act and Federal Conformity Guidelines,* https://www.mdaqmd.ca.gov/home/showpublisheddocument/8510/638591628485530000, dated February 2020.

As discussed, the proposed Project would implement the Countywide Truck Route System in response to AB 98. It would establish standards for warehouse and logistics development, including truck traffic, site design, and land use compatibility, and would designate truck routes throughout the County. As such, the proposed Project would not propose any specific

development and thus, would not directly result in population, housing, or employment growth within the County.

While the proposed Project would not directly generate new vehicle trips, the designation of truck routes throughout the County would redirect existing truck traffic onto designated roadways. Depending on the location of designated truck routes relative to the truck origins (e.g., distribution warehouses, commercial retail, etc.) and their destinations, the proposed Project has the potential to increase vehicle miles traveled (VMT). As such, operation of the proposed Project has the potential to generate emissions that may exceed SCAQMD and MDAQMD regional operational thresholds. Whether the proposed Project would conflict with or obstruct implementation of the AQMP requires further evaluation. Therefore, the potential for the proposed Project to conflict with or obstruct implementation of the applicable air quality plan, and potential mitigation measures, will be evaluated in the forthcoming EIR.

3(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?*

**Determination: Potentially Significant Impact.**

SCAQMD and MDAQMD are responsible for monitoring ambient air quality within their respective jurisdictions, preparing and implementing air quality management plans, and adopting and enforcing rules and regulations to attain and maintain the State and national ambient air quality standards.

***Table 3, State and National Ambient Air Quality Standards***, presents the State and federal standards for the South Coast Air Basin. Areas are designated as attainment, nonattainment, or unclassifiable for each criteria pollutant based on monitored ambient concentrations relative to the applicable standard. The South Coast Air Basin is designated nonattainment for ozone and particulate matter less than 2.5 micrometers ($PM_{2.5}$) under the national standards, and nonattainment for ozone, particulate matter less than 10 micrometers ($PM_{10}$), and $PM_{2.5}$ under the more stringent state standards. The South Coast Air Basin is designated attainment or unclassifiable/attainment for the remaining criteria pollutants, with the exception of a partial nonattainment designation for lead applicable to the Los Angeles County portion of the South Coast Air Basin. The Coachella Valley portion of the Salton Sea Air Basin is designated nonattainment for ozone and $PM_{10}$ under the national standards and nonattainment for ozone and $PM_{10}$ under the State standards. The portion of the County within the jurisdiction of MDAQMD is designated as unclassifiable/attainment for the federal 24-hour $PM_{10}$ standard.

**Table 3: State and National Ambient Air Quality Standards**

| Pollutant | Averaging Time | California | | National | |
|---|---|---|---|---|---|
| | | Concentration | Attainment Status | Standards | Attainment Status[1] |
| Ozone | 1-Hour | 0.09 ppm | Nonattainment | 0.12 ppm | Nonattainment[2] |
| | 8-Hour | 0.07 ppm | Nonattainment | 0.07 ppm | Nonattainment |

| | | | | | |
|---|---|---|---|---|---|
| Carbon Monoxide | 1-Hour | 20 ppm | Attainment | 35 ppm | Attainment |
| | 8-Hour | 9 ppm | Attainment | 9 ppm | Attainment |
| Nitrogen Dioxide[3] | 1-Hour | 0.18 ppm | Attainment | 0.1 ppm | Unclassified/ Attainment |
| | Annual | 0.03 ppm | Attainment | 0.053 ppm | Attainment |
| Sulfur Dioxide[4] | 1-Hour | - | - | 75 ppb | Unclassified/ Attainment |
| | 24-Hour | - | - | 0.14 ppm | Unclassified/ Attainment |
| | Annual | - | - | 0.03 ppm | Unclassified/ Attainment |
| $PM_{10}$[5] | 24-Hour | 50 µg/m$^3$ | Nonattainment | 150 µg/m$^3$ | Attainment |
| | Annual | 20 µg/m$^3$ | Nonattainment | - | - |
| $PM_{2.5}$[6] | Annual | 12 µg/m$^3$ | Nonattainment | 9.0 µg/m$^3$ | To be Determined |
| Lead | 3 Month Period | - | - | 0.15 µg/m$^3$ | Nonattainment (Partial)[7] |
| Hydrogen Sulfide | 1-Hour | 0.03 ppm 42 µg/m$^3$ | Attainment | No National Standards | |
| Sulfates | 24-Hour | 25 µg/m$^3$ | Attainment | | |
| Vinyl Chloride | 24-Hour | 0.01ppm 0.0226 µg/m$^3$ | Attainment | | |

Notes: $PM_{10}$ = particulate matter less than 10 micrometers; $PM_{2.5}$ = particulate matter less than 2.5 micrometers; ppm = parts per million; µg/m$^3$ = micrograms per cubic meter

1. The United States Environmental Protection Agency (U.S. EPA) often only declares nonattainment areas. Everywhere else is listed as Unclassifiable/Attainment or Unclassifiable.
2. 1-hour ozone standard (0.12 ppm) was revoked, effective June 15, 2005; however, the Basin has not attained this standard and is still subject to anti-backsliding requirements.
3. New nitrogen dioxide 1-hour standard, effective August 2, 2010; attainment designations January 20, 2012; annual nitrogen dioxide standard retained.
4. The 1971 annual and 24-hour sulfur dioxide standards were revoked, effective August 23, 2010; however, these 1971 standards will remain in effect until one year after U.S. EPA promulgates area designations for the 2010 sulfur dioxide 1-hour standard.
5. Annual $PM_{10}$ standard was revoked, effective December 18, 2006; 24-hour $PM_{10}$ NAAQS deadline was 12/31/2006; SCAQMD request for attainment redesignation, and $PM_{10}$ maintenance plan was approved by U.S. EPA on June 26, 2013, effective July 26, 2013.
6. Attainment deadline for the 2006 24-Hour $PM_{2.5}$ NAAQS (designation effective December 14, 2009) is December 31, 2023 (an attainment date extension, as allowed under Clean Air Act Section 189(d), was requested in 2019). Annual $PM_{2.5}$ standard was revised on January 15, 2013, effective March 18, 2013, from 15 to 12 µg/m3. Designations effective April 15, 2015, so Serious area attainment deadline is December 31, 2025.
7. Partial Nonattainment designation – Los Angeles County portion of Basin only for near-source monitors. Expect redesignation to attainment based on current monitoring data.

Source: South Coast Air Quality Management District, *National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) Attainment Status for South Coast Air Basin*, https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/naaqs-caaqs-feb2016.pdf, accessed November 6, 2026.

Since the basins within SCAQMD's jurisdiction are not in attainment with state and national standards for the pollutants identified above, cumulative development that generates emissions of these nonattainment pollutants, or their precursors (i.e., volatile organic compounds and nitrogen oxides, which are precursors to ozone), contributes to an existing cumulatively considerable air quality condition. To provide a consistent basis for evaluating the air quality impacts of individual projects under CEQA, and to identify those projects whose emissions would impede the attainment of the ambient air quality standards, the SCAQMD and MDAQMD have established regional significance thresholds for criteria pollutant emissions. Projects with emissions that exceed the applicable thresholds are considered to result in a cumulatively considerable net increase of criteria pollutants and a significant regional air quality impact; refer to ***Table 1*** and ***Table 2***.

The proposed Project would implement the Countywide Truck Route System in response to AB 98. It would establish standards for warehouse and logistics development, including truck traffic, site design, and land use compatibility, and would designate truck routes throughout the County. Implementation of the proposed Project would not include the construction of any specific development or roadways. However, the designation of truck routes would require the installation of signage throughout the County. Nevertheless, installation of signage would not require traditional construction phasing or equipment (e.g., grading, trenching, usage of heavy-duty construction equipment). As such, installation of such signage is not expected to exceed SCAQMD and MDAQMD significance thresholds for construction.

For operational impacts, implementation of the proposed Project would redirect existing truck traffic onto designated roadways. Depending on the location of designated truck routes relative to the truck origins (e.g., distribution warehouses, commercial retail, etc.) and their destinations, the proposed Project has the potential to increase VMT. As such, operation of the proposed Project has the potential to generate emissions that may exceed SCAQMD and MDAQMD regional operational thresholds. Since operation of the proposed Project has the potential to exceed SCAQMD and MDAQMD regional operational thresholds, the potential for the proposed Project to result in a cumulatively considerable net increase of criteria pollutants for which the region is in nonattainment, and potential mitigation measures, will be evaluated in the forthcoming EIR.

*3(c) Expose sensitive receptors to substantial pollutant concentrations?*

**Determination: Potentially Significant Impact.**

Sensitive receptors are land uses where sensitive individuals (e.g., children, the elderly, and persons with respiratory or cardiovascular illness) are most likely to be present, including residences, schools, daycare centers, hospitals, and convalescent facilities. The County contains numerous existing sensitive receptors, including residential communities located along existing roadways that currently accommodate truck traffic. The proposed Project would implement the Countywide Truck Route System and would designate truck routes along existing roadways throughout the County. The proposed Project does not propose any specific development and would not directly generate new vehicle trips. However, the designation of truck routes would

redirect existing truck traffic onto the designated roadways. Heavy-duty trucks primarily consume diesel and are associated with diesel particulate matter (DPM) emissions. DPM is identified by the California Air Resources Board (CARB) as a toxic air contaminant (TAC) with carcinogenic and chronic health effects. As such, redirecting truck traffic could increase truck volumes, and the associated DPM emissions, along designated roadways.

Since the designation of truck routes has the potential to expose sensitive receptors along designated roadways to substantial pollutant concentrations, a health risk assessment (HRA) will be prepared for the forthcoming EIR. The HRA will evaluate cancer risks, chronic non-cancer health hazards, and potential mitigation measures in accordance with SCAQMD recommended methodology.

In addition to DPM emissions, the proposed Project may result in localized emissions such as localized concentrations of carbon monoxide at congested intersections. Furthermore, the SCAQMD developed Localized Significance Thresholds (LSTs) to evaluate if a project's emission could cause or contribute to an exceedance of ambient air quality standard at the nearest sensitive receptor. LSTs apply to $NO_x$, CO, $PM_{10}$, and $PM_{2.5}$ generated during construction and operation and applicable thresholds vary based on distance to the sensitive receptors, site acreage, and Source Receptor Area (SRA). Construction LSTs address emissions from off-road equipment and fugitive dust generated during traditional construction activities (e.g., demolition, grading, construction, etc.) while operational LSTs addresses emissions from stationary and area sources (e.g., emergency generators, industrial equipment, etc.). According to SCAQMD, LSTs were developed to evaluate impacts from small typical projects. Off-site emission sources, such as mobile trips on roadways, are not evaluated under the LST methodology.

As discussed, the proposed Project would implement the Countywide Truck Route System and does not propose any specific development. As such, the proposed Project would not involve traditional construction activities or the use of heavy-duty construction equipment that would generate substantial emissions. The installation of any associated signage designating truck routes in accordance with Government Code Section 65302.02 would generate negligible emissions. Furthermore, the proposed Project would not introduce any new development or land uses that would generate substantial operational emissions. Although the designation of truck routes would redirect existing truck traffic onto existing designated roadways, the resulting emissions would be generated by mobile sources traveling on public roadways, which are not evaluated under the SCAQMD LST methodology. Therefore, the proposed Project would not generate on-site construction or operational emissions that would exceed the SCAQMD LSTs, and the LST analysis is not applicable to the proposed Project.

Since the proposed Project would have the potential to expose sensitive receptors to substantial TAC concentrations, the potential for localized air quality and health risk impacts, and potential mitigation measures, will be evaluated in the forthcoming EIR.

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

**Determination: Potentially Significant Impact.**

According to the SCAQMD *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*, odor impacts typically result from land uses that generate objectionable odors, such as wastewater treatment plants, landfills, composting facilities, rendering plants, and certain industrial operations.[4] The MDAQMD Guidelines do not contain guidance on evaluating odors. As discussed, the proposed Project would implement the Countywide Truck Route System in response to AB 98. It would establish standards for warehouse and logistics development, including truck traffic, site design, and land use compatibility, and would designate truck routes throughout the County. The proposed Project would implement the requirements of AB 98 and does not propose any specific development, including land uses that would generate objectionable odors. Any future development with the potential to generate odors would be subject to SCAQMD Rule 402, *Nuisance*, or MDAQMD Rule 402, *Public Nuisance*, which prohibits the discharge of air contaminants that cause nuisance or annoyance to a substantial number of persons, as well as to applicable SCAQMD or MDAQMD permitting requirements. Additionally, SCAQMD recommends that local governments should identify new projects that have the potential to generate odors and address impacts on a project-by-project basis.

Construction

Implementation of the proposed Project would not include traditional construction activities (e.g., grading, trenching, use of heavy-duty construction equipment). However, the installation of any truck route signage along designated roadways could generate minor odors from vehicle and equipment exhaust. These odors would be temporary and intermittent and would cease upon the completion of signage installation. As such, odor impacts related to construction would be less than significant and will not be evaluated further in the forthcoming EIR.

Operation

As discussed, the proposed Project would designate truck routes throughout the County. While the proposed Project would not directly generate new truck trips, the designation of truck routes would redirect existing truck traffic onto designated roadways. Trucks are primarily fueled by diesel, and diesel exhaust can produce odors that some individuals may find objectionable. Redirecting truck traffic could increase truck volumes along designated roadways and increase diesel exhaust odors at sensitive receptors located along those roadways. Since the proposed Project would have the potential to result in an increase of odors at sensitive receptors, impacts related to odors from the redirection of truck traffic, and potential mitigation measures, will be evaluated in the forthcoming EIR.

**MITIGATION MEASURES**

Applicable mitigation measures will be discussed in the forthcoming EIR.

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[4] South Coast Air Quality Management District, *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*, https://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/complete-guidance-document.pdf?sfvrsn=9e021c61_4, dated May 6, 2005.

## 4.4 BIOLOGICAL RESOURCES

| Would the proposed project: | | | | | |
|---|---|---|---|---|---|
| | **Issues** | **Potentially Significant Impact** | **Less Than Significant Impact with Mitigation Incorporated** | **Less Than Significant Impact** | **No Impact** |
| a) | Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service? | | | X | |
| b) | Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service? | | | X | |
| c) | Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | | | X | |
| d) | Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | | | X | |
| e) | Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | | | X | |
| f) | Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan? | | | X | |

**DISCUSSION**

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

**Determination: Less Than Significant Impact.**

Due to the built-out nature of the Project areas as existing functional roadways and the predominance of anthropogenic development, the proposed Project areas generally lack

sensitive biological resources. There is potential for plant and wildlife species considered sensitive, rare, or endangered to occur in proximity to the proposed Project areas. However, as currently proposed, the Project would not result in any construction activities including maintenance of existing roadways or development of proposed new construction and is therefore not expected to result in any temporary or permanent impacts to sensitive species onsite,. Site-specific future roadway projects that may be facilitated by the Project would be required to separately analyze potential environmental impacts in compliance with CEQA and would be subject to compliance with the proposed amendments to the Riverside County General Plan Circulation Element, Good Neighbor Policy and the Zoning Ordinance, which include polices and restrictions to achieve compliance with AB 98. In addition, such future development would be required to adhere to existing County and regulatory regulations and analyze potential species occurrences and impacts for significance. Applications for future roadway projects would be subject to review under the Western Riverside County Multiple Species Habitat Conservation Program (WRC MSHCP), and Coachella Valley MSHCP (CVMSHCP) which may require the preparation of a site-specific general biological resources survey to identify the presence of any sensitive biological resources, including any sensitive plant or wildlife species and the need for more detailed environmental review to identify the presence/absence of state or federal regulated wetlands or waters. Therefore, a less than significant impact would occur upon 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 US Fish and Wildlife Service.

4(b) *Have a substantial adverse effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?*

**Determination: Less Than Significant Impact.**

As discussed above, the proposed Project areas are located within existing County-maintained roadways that serve the commuting public, provide for goods movement, and facilitate emergency services. As such, the County regularly maintains the existing roadway network through the County's Pavement Management Program and improvement projects to enhance safety, when necessary. These activities have created an urban and built-up environment, within the Project areas, resulting in roadways that are devoid of potential riparian habitat or other sensitive natural communities identified in local or regional plans, e.g., the WRC MSHCP, or by CDFW/USFWS. Further, existing roadway facilities are considered "Covered Activities/Allowable Uses" under Volume I, Section 7.0, Table 7-3 of the WRC MSHCP, which generally states, "Maintenance of existing roads is considered a Covered Activity for Permittees, Participating Special Entities, and Third Parties Granted Take Authorization. Existing roads within the Criteria Area are not anticipated to be included in the total acreage of Additional Reserve Lands and will not be included in the MSHCP Conservation Area." Therefore, impacts to sensitive biological resources onsite, including riparian habitat or other sensitive natural communities are not anticipated. No new unplanned roadways would have to be constructed to redistribute the truck traffic, and no existing roadways would have to be modified. As such, the Project would not have a substantial adverse effect on riparian habitat or other sensitive natural community identified

in local or regional plans, policies or regulations or by the CDFW or USFWS. Site-specific future roadway projects that may be facilitated by the Project would be required to separately analyze potential environmental impacts in compliance with CEQA. Therefore, a less than significant impact would occur.

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

**Determination: Less Than Significant Impact.**

As discussed above, the proposed Project areas are built out as existing roadways and the proposed Project would not result in any maintenance of existing roadways or development of any new construction. The proposed Project areas consist of existing roadways and generally lack any State or federally protected wetlands. As such, the project would not have a substantial adverse effect on State or federally protected wetlands including but not limited to marsh, vernal pool, coastal areas, etc. Site-specific future roadway projects that may be facilitated by the Project would be required to separately analyze potential environmental impacts in compliance with CEQA. Therefore, a less than significant impact would occur.

*4(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?*

**Determination: Less Than Significant Impact.**

As stated in the General Plan EIR, wildlife movement will be increasingly inhibited until build out of the General Plan area results in the exclusion of wildlife from large areas and the associated elimination of wildlife movement. Regional constriction, inhibition, or elimination of wildlife movement would occur as existing biological reserves and other conservation lands (e.g., Stephens' kangaroo rat HCP reserves, National Forest lands, AD161 MSHCP reserve, and Santa Rosa Plateau reserve) become surrounded and isolated by community and rural development. As described above, the proposed Project areas are built out as existing roadways and the proposed Project would not result in the expansion of existing roadways or construction or new facilities. All roadways proposed to be designated as truck routes are County-maintained roadways that serve the commuting public, provide for goods movement, and facilitate emergency services. No new unplanned roadways are required to be constructed in order to redistribute the truck traffic, and no existing roadways would have to be modified. The proposed Project has the potential to interfere with the movement of native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or to impede the use of native wildlife nursery sites. However, site-specific future roadway projects that may be facilitated by the Project would be required to separately analyze potential environmental impacts in compliance with CEQA and would be subject to compliance with the proposed amendments to the Riverside County General Plan Circulation Element, Good Neighbor Policy and the Zoning Ordinance, which include polices and restrictions to achieve compliance with AB 98. In addition, such future development would be required to adhere to existing County and

regulatory regulations regarding wildlife species and wildlife corridors. Nesting birds are protected pursuant to the federal Migratory Bird Treaty Act (MBTA) of 1918 and the California Fish and Game Code (CFGC). Particularly, the MBTA governs the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests. Therefore, a less than significant impact would occur.

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

**Determination: Less Than Significant Impact.**

The County's General Plan establishes policies to conserve natural resources, protect native vegetation and wildlife habitat, maintain ecological connectivity, and ensure that development is consistent with applicable habitat conservation plans. Open Space policies 5.1, 5.2, 6.1, and 6.2 address protections for aquatic resources, Open Space policies 9.3 and 9.4 provide for protections for native trees and vegetation, and Open Space policies 17.1 through 17.3, and 18.1 address enforcement of applicable regional conservation plans to protect special-status plant and wildlife species. Additionally, the County's Oak Tree Management Guidelines through County Ordinance No. 559 (Regulating the Removal of Trees) provides for the removal of living, native, trees on any parcel or property greater than one-half acre in size, located in an area above 5,000 feet in elevation, without first obtaining a permit to do so.

Applications for future roadway projects would be subject to review under the WRC MSHCP, and CVMSHCP, which may require the preparation of a site-specific general biological resources survey to identify the presence of any sensitive biological resources, including any sensitive plant or wildlife species and the need for more detailed environmental review to identify the presence/absence of state or federal regulated wetlands or waters. Further, existing roadway facilities are considered "Covered Activities/Allowable Uses" under Volume I, Section 7.0, Table 7-3 of the WRC MSHCP, which generally states, "Maintenance of existing roads is considered a Covered Activity for Permittees, Participating Special Entities, and Third Parties Granted Take Authorization. Existing roads within the Criteria Area are not anticipated to be included in the total acreage of Additional Reserve Lands and will not be included in the WRC MSHCP Conservation Area." As such, the Project would not conflict with any local policies or ordinances protecting biological resources.

Site-specific future roadway projects that may be facilitated by the Project would be required to separately analyze potential environmental impacts in compliance with CEQA and would include an assessment of potential impacts to resources protected under the WRC MSHCP, CVMSHCP and County Ordinances, County's Open Space Ordinance and Tree Ordinance. Therefore, a less than significant impact would occur.

*4(f) Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan?*

**Determination: Less Than Significant Impact.**

The proposed Project is located within the boundaries of two habitat conservation planning

areas: the WRC MSHCP and CVMSHCP. These plans are comprehensive regional conservation strategies with specific survey and conservation requirements that vary depending on the geographic location within the plans and the existing habitat onsite. The WRC MSHCP generally covers the County boundaries within Western Riverside County extending as far east as the Banning area and the CVMSHCP intersects the south-central portion of the County. The two plans are permitted by the U.S. Fish and Wildlife Service (USFWS) and CDFW.

The County is a Permittee under both the WRC MSHCP and CVMSHCP and is thus required to comply with the requirements of the MSHCPs. The applicability of the two MSHCPs to any future specific roadway improvements depends on the project's location, the nature and extend of any proposed ground disturbance, the project's status as a covered activity, and its relationship to designated Conservation Areas and other protected biological resources, as defined in the MSHCPs.

As a permittee to the WRC MSHCP, the County is required to comply with Sections 6.1.2, 6.1.3, 6.1.4, 6.3.2, and 7 for any future specific roadway improvements within the boundaries of the MSHCP. The WRC MSHCP requires preparation of a consistency analysis to ensure compliance with the requirements and provisions of the plan. As described above, the proposed Project has the potential to impact wildlife corridors which requires a MSHCP-level consistency analysis to determine the extent of potential effects.

As a permittee to the CVMSHCP, the County is required to comply with Sections 4.3, 4.4, 4.5, 6.5, 6.6.1, and 7 for any future specific roadway improvements within the boundaries of the MSHCP. Qualifying transportation activities are further defined and discussed in Appendix K of the CVMSHCP, and may include specified construction, maintenance, and improvement activities involving existing roadways; however, any future roadway improvement would need to be analyzed separately to determine applicability and consistency with stipulations of the CVMSHCP.

The proposed Project involves the implementation of designated truck routes within the County. All existing roadways proposed to be designated as truck routes are presently constructed and open to traffic and no new roadways would be constructed as part of the proposed Project. Any future potential impacts associated with specific roadway improvements would be analyzed on a project-specific basis and would be subject to the provisions of the MSHCPs. Therefore, a less than significant impact would occur.

**MITIGATION MEASURES**

No mitigation is required.

## 4.5 CULTURAL RESOURCES

| Would the proposed project: | | | | | |
|---|---|---|---|---|---|
| | **Issues** | **Potentially Significant Impact** | **Less Than Significant Impact with Mitigation Incorporated** | **Less Than Significant Impact** | **No Impact** |
| a) | Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5? | | | X | |
| b) | Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5? | | | X | |
| c) | Disturb any human remains, including those interred outside of dedicated cemeteries? | | | X | |

**DISCUSSION**

*5(a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?*

**Determination: Less Than Significant Impact.**

Based on the Riverside County General Plan Multipurpose Open Space Element, the cultural history of Riverside County is divided chronologically into two primary time periods: the prehistoric and historic, which includes ethnohistoric information. Native American cultures may represent approximately 10,000 years of Riverside County history, which is evidenced in the numerous archaeological resources across the County. Tribal oral history and heritage preservation efforts supplement the scientific investigation of archaeological resources by providing interpretive and geographical information. Native American cultures continue to flourish in Riverside County and take an increasing interest and role in the documentation and preservation of their history.

The County also has a rich non-Native American history. Early explorers and settlers (Chinese, European, Mexican, Japanese, and many others) established communities, infrastructure (railroads, canals, etc.), and industries (ranching, mining, agriculture, forestry, recreation, etc.) that shaped the development and identity of the County. The vestiges of their many historic "marks on our land" can still be found today. An initial inventory of Historical Resources in Riverside County was completed and mapped in the 1980's, as shown in Figure OS-7 of the Riverside County General Plan Multipurpose Open Space Element, but many more historic resources are known to exist that have not yet been documented. As objects, buildings, and structures continue to age, they may be considered historical resources under local, state, or national laws.

The Riverside County General Plan EIR describes long-term Native American occupation and varied regional settlement, subsistence, travel, and cultural use. Archaeological resources may include habitation sites, milling features, trails, rock art, artifact deposits, and burials. Historic-period archaeological deposits may occur with ranching, farming, transportation, water infrastructure, military, industrial, or residential uses.

Tribes maintain living relationships with places and landscapes throughout the region. Archaeological classification and public designation inventories do not define the full range of tribal cultural resources, traditional cultural properties, or culturally important views and associations. As such, and as discussed in Section 4.18, Tribal Cultural Resources, the County's Tribal consultation that will occur as part of this Project will inform resource identification, significance, appropriate geography, and treatment.

Historical themes relevant to the Project include settlement and agriculture, ranching, rail and highway transportation, irrigation and water conveyance, military activity, and resort and community development. Associated resources may be individual buildings, bridges, roads, canals, rail systems, districts, or cultural landscapes. Historic setting and relationships among contributing features may be important to significance. At this time, a preliminary cultural resources desktop review has been conducted and the scoped historic map, aerial photograph, bridge, and inventory reviews that will occur as part of this Project will refine this context and identify resources requiring evaluation.

All projects undertaken in the County are subject to compliance with Ordinance No. 578, Historic Preservation Districts. Compliance with this ordinance prevents the construction or alteration of any building or structure within an adopted Historic Preservation District, except in strict compliance with the plans approved in conjunction with the issuance of a Certificate of Historic Appropriateness by the Riverside County Planning Director. The ordinance also sets specific criteria to be used in determining how such certificates are to be used in order to preserve the "historical significance and related construction theme" of the historic district. The County's public Historic Preservation Districts Boundary layer returned one polygon identifying the Idyllwild Historic Preservation District. The proposed truck route on the SR-243 centerline features 12220 and 12221 cross the interior of that source polygon. In addition, a National Register Screening public GIS extract for Riverside County conducted for the Project returned 72 point records and 18 polygon records. Seventy points and all 18 polygons were marked "Listed," representing 88 distinct National Register Information System (NRIS) reference numbers in that extracted subset. One point was marked "Removed," and the Trujillo Adobe point had a blank status despite a certification-date attribute. As shown in ***Table 4, Preliminary National Register of Historic Places Records Search***, a preliminary proximity screen found five listed NRIS records within an illustrative 0.5 mile of the proposed truck route centerlines. The 0.5-mile distance defines the desktop research study area; it is not an Area of Potential Effects (APE), an impact threshold, a mandatory California Historical Resources Information System (CHRIS) search radius, or an established survey limit.

**Table 4: Preliminary National Register of Historic Places Records Search**

| Public Resource and NRIS Number | Nearest Source Route | Source Geometry Relationship |
|---|---|---|
| Mount San Jacinto State Park Historic District<br>13000416 | SR-243 | Source polygon intersects route linework. Verify the nomination boundary and affected contributing features. |
| North Shore Yacht Club<br>15000640 | SR-111 | Source polygon intersects route linework. Verify the nomination boundary before inferring property overlap. |
| Donaldson Futuro<br>100005994 | SR-243 | Public point approximately 140 meters from source centerline. |
| Wolf Store and Vail Ranch Headquarters<br>100009030 | Temecula Parkway | Public point approximately 530 meters from source centerline; confirm jurisdiction and indirect-effect relevance. |
| Garbani, Rocco, Homestead<br>99001593 | SR-79/Winchester Road | Public polygon approximately 790 meters from source centerline; near the selected screening limit. |

The Project does not propose any construction. All roadways proposed to be designated as truck routes are presently constructed and open to traffic. No new unplanned roadways would have to be constructed to redistribute the truck traffic, and no existing roadways would have to be modified. The proposed Project itself would not result in direct physical changes to existing historical resources, but future site-specific truck route roadway improvement projects that may be facilitated by the Project could result in adverse physical effects to historical resources, including destruction and/or adverse alteration, as defined in Section 15064.5. To the extent that future improvements occur within preservation districts, demolition, destruction, rehabilitation and/or relocation of buildings could similarly result in adverse impacts to the historic character or setting of a preservation district. However, site-specific future development projects under the Project would be required to separately analyze potential environmental impacts in compliance with CEQA, and conduct cultural resource studies in accordance with State law.

The County has existing regulations, goals, and policies in place to reduce potential impacts to historic resources. Riverside County General Plan Multipurpose Open Space Element Policies OS 19.1 through OS 19.5 are in place to preserve, protect, and enhance the County's historic resources and preservation districts, with which future improvements that may be facilitated by the Project are required to comply. Therefore, compliance with existing regulations are sufficient to reduce any potential impacts upon historic resources to a less than significant level.

*5(b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?*

**Determination: Less Than Significant Impact.**

Based on the Riverside County General Plan EIR, it is expected that a large number of archeological and historical resources occur within Riverside County that are currently undiscovered or unknown. This is particularly true for resources that are located below the ground's surface. For sub-surface resources, discovery most often only occurs if the site is disturbed, such as through archeological investigation, or as more commonly happens, when construction activities such as grading or trenching are initiated.

Because the proposed Project is an administrative and regulatory effort to designate truck routes on existing roadways, it would not result in direct physical changes to existing archaeological resources as no construction is proposed. However, the possibility exists for unanticipated and accidental archaeological discoveries to occur during ground-disturbing project-related activities for future site-specific truck route roadway improvement projects that may be facilitated by the Project. Any such discoveries have the potential to affect unique archaeological resources. Such future improvements would be subject to State requirements (e.g., Section 7050.5 of the Health and Safety Code) for the protection of cultural resources, as required under Riverside County General Plan EIR Section 4.9, Cultural and Paleontological Resources, under "General Conditions of Approval for Discretionary Actions." These General Conditions of Approval also pertain to inadvertent discovery of cultural resources and require that, if tribal resources are encountered during development, work must be halted to avoid altering the materials and their context until a qualified consulting archaeologist and Native American representative (if appropriate) have evaluated the situation and recorded identified tribal cultural resources—which may include animals, structures, landscapes, or plants—and determined suitable mitigation measures. Any significant historical or archaeological impacts identified on the site must be mitigated in accordance with Section 7050.5 of the Health and Safety Code.

The Secretary of the Interior's Standards for Identification (Standards I and II) require survey activities to be conducted to document the information necessary to achieve defined preservation goals. Adherence to the standards from the Secretary of the Interior guidelines is required for all future development in the County. In addition, proper implementation of regulations from the Public Resources Code, specifically Section 21083.2, would reduce potential impacts from any future project involving the demolition or adverse change of an archaeological site that is listed on the NRHP or California Register of Historic Resources (CRHR) or is eligible for listing.

Therefore, the Project's compliance with existing State and County regulations would ensure that potential disturbance of known and undiscovered archeological resources would have a less than significant impact.

*5(c) Disturb any human remains, including those interred outside of formal cemeteries?*

**Determination: Less Than Significant Impact.**

Although it is not anticipated that any human remains would be encountered during Project activities since the Project does not propose any construction, future site-specific truck route roadway improvement projects that may be facilitated by the Project would be subject to the provisions of California Health and Safety Code Section 7050.5 and Public Resources Code Section

5097.94 et seq., regarding the discovery and disturbance of human remains. These provisions include contacting the Riverside County Coroner and the Native American Heritage Commission if discovered remains appear to be human. Furthermore, the Secretary of the Interior's Standards for Identification (Standards I and II) require survey activities to be conducted to document the information necessary to achieve defined preservation goals. Adherence to the standards from the Secretary of the Interior guidelines are required by Riverside County General Plan EIR Section 4.9, Cultural and Paleontological Resources, under "General Conditions of Approval for Discretionary Actions."

Procedures of conduct following the discovery of human remains have been mandated by Health and Safety Code Section 7050.5, PRC Section 5097.98, and the CCR Section 15064.5(e) (CEQA). These regulations require the proper notification of experts upon discovery of human remains and for construction or excavation activity to cease. Therefore, the Project's compliance with existing goals, policies, and guidelines would reduce potentially significant impacts from accidental disturbance of any human remains to a less than significant impact.

**MITIGATION MEASURES**

No mitigation is required.

## 4.6 ENERGY

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

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

**Determination: Potentially Significant Impact.**

Construction

The proposed Project would implement the Countywide Truck Route System in response to AB 98 and would designate truck routes throughout the unincorporated County. Implementation of the proposed Project would not include the construction of any specific development or roadways. However, the designation of truck routes would require the installation of signage throughout the County. Signage installation would consume energy in the form of petroleum fuel such as gasoline and diesel associated with the operation of installation equipment, vehicles, and worker commute trips. Nevertheless, installation of signage would not require traditional construction phasing or equipment (e.g., grading, trenching, use of heavy-duty construction equipment), and associated energy consumption would be temporary and cease upon completion of installation. As such, energy consumption from signage installation would be negligible and would not be wasteful, inefficient, or unnecessary. Impacts related to construction-related energy consumption would be less than significant and will not be evaluated further in the forthcoming EIR.

Operation

The proposed Project does not propose any specific development and would not result in long term electricity or natural gas consumption. Although the proposed Project would not directly generate vehicle trips, the designation of truck routes throughout the County would redirect existing truck traffic onto designated roadways. Depending on the location of designated truck routes relative to truck origins (e.g., distribution warehouses, commercial retail, etc.) and their destinations, the proposed Project has the potential to increase truck VMT and the associated

consumption of petroleum fuel such as diesel. Heavy-duty trucks operating on designated routes would continue to be subject to State regulations that limit unnecessary fuel consumption, such as CARB's Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling (13 CCR Section 2485). Since the redirection of heavy-duty truck traffic has the potential to increase diesel fuel consumption, the potential for operation of the proposed Project to result in the wasteful, inefficient, or unnecessary consumption of energy, and potential mitigation measures, will be evaluated in the forthcoming EIR.

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

**Determination: Potentially Significant Impact.**

The proposed Project would be subject to State and local plans and regulations addressing transportation fuel consumption and the transition of heavy-duty vehicles away from diesel fuel. These include the CARB's 2022 Scoping Plan, CARB's Low Carbon Fuel Standard, CARB's Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling (13 CCR Section 2485), and County's Climate Action Plan (CAP). Implementation of the AB 98 standards for warehouse and logistics development in the County would reduce energy consumption through various design and operational requirements for future logistics facilities.

As discussed, the proposed Project would designate truck routes along existing roadways throughout the County and does not propose any specific development. While the proposed Project would not directly generate new vehicle trips, the designation of truck routes would redirect existing truck traffic onto designated roadways. Depending on the location of designated truck routes relative to truck origins (e.g., distribution warehouses, commercial retail, etc.) and their destinations, the proposed Project has the potential to increase VMT and fuel consumption. As such, the proposed Project has the potential to conflict with or obstruct applicable State and local plans addressing transportation fuel consumption and efficiency. The consistency of the proposed Project with applicable plans, and the potential for the redirection of truck traffic to conflict with or obstruct such plans, will be evaluated in the forthcoming EIR.

**MITIGATION MEASURES**

Applicable mitigation measures will be discussed in the forthcoming EIR.

## 4.7 GEOLOGY AND SOILS

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

**DISCUSSION**

*7(a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:*

*i) 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?*

*ii) Strong seismic ground shaking?*

*iii) Seismic-related ground failure, including liquefaction?*

*iv) Landslides?*

**Determination: Less Than Significant Impact.**

Riverside County is located within a seismically active region dominated by the San Andreas Fault Zone, the San Jacinto Fault Zone, and the Elsinore Fault Zone. These major active fault systems present regional risks related to severe ground shaking, surface fault rupture, and secondary seismic hazards such as liquefaction and ground failure. Landslides and slope instability are prominent in steep terrains like the Santa Ana, San Jacinto, and San Bernardino Mountains, while low-lying valley floors with loose, alluvial soils and high groundwater tables are susceptible to liquefaction.

The Riverside County General Plan Safety Element maps these geological and seismic hazard zones, enforcing strict structural engineering regulations in accordance with the California Building Code (CBC) and the Alquist-Priolo Earthquake Fault Zoning Act. Additionally, the Multipurpose Open Space Element outlines policies to control soil erosion and protect unique paleontological resources embedded within the County's sedimentary rock formations.

The Project does not propose any construction. All roadways proposed to be designated as truck routes are presently constructed and open to traffic. No new unplanned roadways would have to be constructed to redistribute the truck traffic, and no existing roadways would have to be modified. The Project does not propose site-specific development; rather, it involves amendments to the Riverside County General Plan Circulation Element, Good Neighbor Policy and the Zoning Ordinance to comply with AB 98 requirements related to the County's proposed truck route network. Specifically, the proposed Countywide Truck Route System would be updated to shift truck traffic away from residential uses and sensitive receptors, while also clarifying what facilities are officially part of the County-controlled local truck route network. Because no people or buildings are being introduced to seismically active areas, the Project has no mechanism to expose individuals or structures to substantial adverse effects involving fault ruptures, strong seismic ground shaking, liquefaction, or landslides. Existing truck traffic would continue to utilize the established, paved roadway network. Therefore, impacts would be less than significant.

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

**Determination: Less Than Significant Impact.**

According to the Riverside County General Plan Multipurpose Open Space Element, various

subregions within Riverside County are highly susceptible to severe soil erosion from both wind and water. High wind-velocity corridors, most notably the San Gorgonio Pass and the Coachella Valley, experience intense wind-driven erosion that can rapidly deplete loose, un-stabilized topsoil. Concurrently, hilly and mountainous terrains across the County are vulnerable to water-driven sheet erosion and rill formation during heavy seasonal rain events. To prevent widespread topsoil loss, County planning policies mandate that physical projects adhere to strict grading ordinances, landscape stabilization standards, and Best Management Practices (BMPs) outlined under the National Pollutant Discharge Elimination System (NPDES).

The Project does not propose site-specific development; rather, it involves amendments to the Riverside County General Plan Circulation Element, Good Neighbor Policy and the Zoning Ordinance to comply with AB 98 requirements related to the County's proposed truck route network. The Project does not include any mass grading, hillside cutting, roadway widening, or large-scale vegetation clearing that would expose extensive soil surfaces to wind or water forces. The physical scope of any construction work is strictly limited to digging standard, localized holes to anchor signposts within already developed, graded, and stabilized road shoulders for the installation of signage designing truck routes. These minor localized installation activities would be backfilled and structurally stabilized immediately upon completion using standard public works maintenance protocols. No other construction is proposed. Therefore, the Project would not result in substantial soil erosion, and impacts would be less than significant.

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

**Determination: Less than Significant Impact.**

According to the Riverside County General Plan Safety Element, specific subregions within the County, particularly deep valley floor basins filled with thick alluvial sediments, such as the Coachella Valley, Temecula Valley, and San Jacinto basins, are susceptible to regional ground subsidence, deep soil compaction, and earth fissuring. These hazards are primarily triggered or accelerated by subsurface fluid extraction (such as groundwater pumping or oil extraction) or the placement of immense structural loads over unstable soils. Furthermore, localized areas with steep slopes and fractured bedrock present inherent landslide and lateral spreading risks.

The Project does not propose site-specific development; rather, it involves amendments to the Riverside County General Plan Circulation Element, Good Neighbor Policy and the Zoning Ordinance to comply with AB 98 requirements related to the County's proposed truck route network. Specifically, the proposed Countywide Truck Route System would be updated to shift truck traffic away from residential uses and sensitive receptors, while also clarifying what facilities are officially part of the County-controlled local truck route network.

The Project does not propose any construction. All roadways proposed to be designated as truck routes are presently constructed and open to traffic. No new unplanned roadways would have to be constructed to redistribute the truck traffic, and no existing roadways would have to be modified. The Project does not propose the extraction of groundwater, hydrocarbons, or any

other subterranean fluids, nor does it involve deep tunneling, mining, or mass grading that could alter geologic pressure or undermine sub-surface stability.

Furthermore, the Project does not introduce heavy permanent structures, commercial logistics facilities, or large embankment fills that could apply severe static weight to unstable geologic units, thereby eliminating the potential to trigger localized landslides, lateral spreading, subsidence, or collapse. The physical scope is strictly limited to anchoring standard roadside truck route signs within previously graded public rights-of-way. Although the Project lacks any physical mechanism to induce or exacerbate geological instability, there are still portions of the County that could experience geological hazards. Therefore, impacts would be less than significant.

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

**Determination: Less than Significant Impact.**

According to the Riverside County General Plan Safety Element, specific geographic areas within the County are classified as having high expansive soil potential. Expansive soils possess a high shrink-swell cycle, meaning they swell significantly when absorbing moisture during seasonal rains and shrink drastically when drying out during arid summer months. This continuous volume change can apply immense cyclical stress to structural elements, capable of cracking building foundations, fracturing structural walls, and warping heavily loaded concrete slabs. To prevent these hazards, the County enforces strict geotechnical review policies requiring structural designs to comply with the modern CBC.

The Project does not propose site-specific development; rather, it involves amendments to the Riverside County General Plan Circulation Element, Good Neighbor Policy and the Zoning Ordinance to comply with AB 98 requirements related to the County's proposed truck route network. Further, the Project does not propose, authorize, or include the construction of any houses, commercial warehouses, offices, or other habitable structures that require large structural foundations. While expansive soils are widespread throughout the County's roadside rights-of-way, the physical scope is restricted entirely to anchoring standard roadside signposts. These minor utility structures do not pose a risk to life or property, and their standard installation will follow routine public works engineering specifications to withstand minor soil movement. Therefore, despite the presence of regional expansive soils, impacts would be less than significant.

*7(e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?*

**Determination: No Impact.**

The proposed Project does not generate wastewater and does not include the installation of septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur.

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

**Determination: Less than Significant Impact.**

According to the Riverside County General Plan Multipurpose Open Space Element, various sedimentary rock formations embedded throughout Riverside County have a high paleontological sensitivity. To safeguard these resources, County policies require strict mapping, assessment, and construction monitoring protocols where ground-disturbing activities penetrate undisturbed native strata.

The Project does not propose site-specific development; rather, it involves amendments to the Riverside County General Plan Circulation Element, Good Neighbor Policy and the Zoning Ordinance to comply with AB 98 requirements related to the County's proposed truck route network. The physical scope of the Project is confined to the minor, shallow digging required to anchor standard roadside truck route signs within public rights-of-way. Because these activities would occur within heavily altered and previously graded road shoulders, the potential to encounter intact, unique paleontological resources or unique geologic features is exceedingly low. Any minor excavation for signposts would be shallow and unlikely to penetrate undisturbed, fossil-bearing geologic formations. Standard construction protocols would ensure that in the unlikely event an accidental discovery is made, work would temporarily halt in that immediate vicinity until a qualified professional evaluates the find. Therefore, impacts to unique paleontological resources or geologic features would be less than significant.

**MITIGATION MEASURES**

No mitigation is required.

## 4.8 GREENHOUSE GAS EMISSIONS

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

**DISCUSSION**

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

**Determination: Potentially Significant Impact.**

Construction

The proposed Project would implement the Countywide Truck Route System in response to AB 98. It would establish standards for warehouse and logistics development, including truck traffic, site design, and land use compatibility, and would designate truck routes throughout the County. Implementation of the proposed Project would not include the construction of any specific development or new roadways. However, the designation of truck routes would require the installation of signage throughout the County, which would generate greenhouse gas (GHG) emissions from the combustion of fossil fuels by installation equipment, vehicles, and worker commute trips. Nevertheless, installation of signage would not require traditional construction phasing or equipment (e.g., grading, trenching, use of heavy-duty construction equipment), and associated GHG emissions would be temporary and cease upon completion of installation. As such, GHG emissions from signage installation would be negligible and would not result in a significant impact on the environment. Impacts related to construction-related GHG emissions would be less than significant and will not be evaluated further in the forthcoming EIR.

Operation

The proposed Project would not directly generate new vehicle trips. However, implementation of the proposed Project would redirect existing truck traffic onto designated roadways. Depending on the location of designated truck routes relative to truck origins (e.g., distribution warehouses, commercial retail, etc.) and their destinations, the proposed Project has the potential to increase VMT and the associated GHG emissions. As such, operation of the proposed Project has the potential to generate GHG emissions that may have a significant impact on the environment. Since the redirection of truck traffic has the potential to increase GHG emissions,

the potential for the proposed Project to generate GHG emissions resulting in a significant impact on the environment, and potential mitigation measures, will be evaluated in the forthcoming EIR.

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

**Determination: Potentially Significant Impact.**

The proposed Project would be subject to a range of state, regional, and local plans, policies, and regulations adopted for the purpose of reducing GHG emissions. At the state level, these include Assembly Bill 32 (the California Global Warming Solutions Act of 2006), Senate Bill 32 (which requires statewide GHG emissions to be reduced to 40 percent below 1990 levels by 2030), Assembly Bill 1279 (which establishes a statewide goal of carbon neutrality by 2045), and the CARB's 2022 Scoping Plan, which provides the framework for achieving these statewide targets. Additionally, the proposed Project would be subject to the Southern California Association of Governments' (SCAG) 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal 2024) which provides a long-term vision for addressing the region's transportation and land use challenges. Furthermore, the proposed Project would be subject to the County's CAP, which establishes GHG reduction targets and measures for the County.

The proposed Project would implement the Countywide Truck Route System and would establish standards for warehouse and logistics development consistent with AB 98. Implementation of the AB 98 standards for warehouse and logistics development in the County would reduce emissions through various design and operational requirements for future logistics facilities. The Project does not propose any construction. All roadways proposed to be designated as truck routes are presently constructed and open to traffic. The proposed Project does not propose any specific development and would not directly generate new vehicle trips. Nevertheless, the designation of truck routes throughout the County would redirect existing truck traffic onto designated roadways. Depending on the location of designated routes relative to truck origins and destinations, redirecting trucks could change the distance trucks travel, which could increase truck VMT and the associated GHG emissions. As such, the proposed Project has the potential to either support or conflict with applicable GHG reduction plans, policies, and regulations. The consistency of the proposed Project with applicable GHG reduction plans and the potential to conflict with or obstruct such plans, will be evaluated in the forthcoming EIR.

**MITIGATION MEASURES**

Applicable mitigation measures will be discussed in the forthcoming EIR.

## 4.9 HAZARDS AND HAZARDOUS MATERIALS

| Would the proposed project: | | | | | |
|---|---|---|---|---|---|
| | **Issues** | **Potentially Significant Impact** | **Less Than Significant Impact with Mitigation Incorporated** | **Less Than Significant Impact** | **No Impact** |
| a) | Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | | | X | |
| b) | Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | | | X | |
| c) | Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | | | X | |
| d) | Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | | | X | |
| e) | For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles or a public airport or public use airport, result in a safety hazard for people residing or working in the project area? For a project within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area? | | | X | |
| f) | Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | | | X | |
| g) | Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | | | X | |

**DISCUSSION**

*9(a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

**Determination: Less Than Significant Impact.**

According to the Riverside County General Plan Safety Element, the majority of hazardous materials in the County are being transported by trucks on I-10, I-15, I-215, SR-60 and SR-91. The most vulnerable areas along these routes are considered to be the on/offramps and interchanges. Pipeline systems also carry hazardous materials, and under some conditions these pipelines can rupture and cause a release of hazardous materials. Major freeways are areas of concern for potential hazardous material release events, as are the Union Pacific Railroad tracks that roughly parallel I-10. In addition to highway traffic, other hazardous materials are transported through the County on the Southern Pacific Railroad.

Implementation of the Project has a limited and generally less than significant potential to create new significant hazards from routine transport, use, or disposal of hazardous materials. Since no construction is proposed under the Project, no significant increase in the use of such materials is expected to result from Project implementation. While the transport of such materials on the proposed truck routes may occur, these facilities already exist, are outside the control of the County and their transport of hazardous materials are not directly associated with the Project. The California Highway Patrol currently serves as the enforcement agency for truck routes on behalf of Riverside County.

The proposed Project involves the implementation of designated truck routes within the County. All existing roadways proposed to be designated as truck routes are presently constructed and open to traffic and no new roadways would be constructed as part of the proposed Project. Although the Project is not a construction project, the Project would provide policies and programs to regulate and facilitate future site-specific designated truck route roadway improvements within the County, including regulations pertaining to hazardous materials.

Therefore, the Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials and a less than significant impact would occur.

*9(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?*

**Determination: Less Than Significant Impact.**

Based on a review of the Department of Toxic Substances Control (DTSC) EnviroStor online database and the State Water Resources Control Board (SWRCB) GeoTracker online database, existing development Countywide includes multiple properties identified on lists of hazardous materials sites. Based on the Riverside County General Plan Safety Element, given past hazardous materials incidents in the County, it is highly likely that hazardous materials incidents will continue to occur in unincorporated Riverside County every year, although the vast majority of

these incidents are small, limited, and do not pose a public or environmental health risk. Additionally, increases in the frequency and intensity of hazards, such as floods, landslides, and severe storms, may create a greater risk of hazardous materials releases during these events.

The Project does not propose site-specific development and individual projects associated with the proposed truck routes would undergo environmental review as they are proposed. Rather, it involves amendments to the Riverside County General Plan Circulation Element, Good Neighbor Policy and the Zoning Ordinance to comply with AB 98 requirements related to the County's proposed truck route network. The Project proposes text changes to existing policies and actions in the above documents, as well as the addition of new policies and actions to further address AB 98 requirements to provide specific truck route requirements and avoid residential areas and sensitive receptors, as well as direct the County towards meeting other AB 98 requirements.

Compliance with federal, State and County regulations relating to the use, storage, handling, transport, and disposal of hazardous materials associated with future site-specific designated truck route roadway improvements within the County that may be facilitated by the Project would reduce the potential risk of hazardous materials exposure to a less than significant level.

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

**Determination: Less Than Significant Impact.**

By state law definition, schools are considered to be sensitive receptors. There are multiple schools located within the County. Given the distribution of schools Countywide, some future projects could occur within one-quarter mile of existing or proposed schools; however, all businesses that handle or transport hazardous materials on site would be required to comply with federal, state, and local regulations for hazardous wastes. This includes submittal of a Hazardous Materials Business Plan under California Health and Safety Code Chapter 6.95, consideration of school proximity under State CEQA Guidelines Section 15186, and siting provisions for new schools per Education Code Section 17210.

As discussed previously, the Project does not propose any site-specific development. Given the above, compliance with federal, State and County regulations would minimize the risks associated with the exposure of school populations to hazardous materials for any future site-specific designated truck route roadway improvements within the County that may be facilitated by the Project and evaluated separately. This impact would be less than significant.

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

**Determination: Less Than Significant Impact.**

Based on a review of the DTSC EnviroStor online database and the SWRCB GeoTracker online database, existing development in the County includes properties identified on lists of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Implementation of the

Project would not result in impacts associated with known and/or suspected hazardous materials. However, there is a potential that previously unknown hazardous material contamination from historical use of a property may be encountered during future site-specific designated truck route roadway improvements within the County that may be facilitated by the Project. Should such contamination be discovered, existing federal, State and County regulations would require delineation of properties containing hazardous substances, and remediation of those properties to a level approved by the designated enforcement agency. In addition, the proposed amendments to the Riverside County General Plan Circulation Element, Good Neighbor Policy and the Zoning Ordinance include goals, policies and actions that could further reduce risk of improper use, storage, and/ or transport of hazardous materials.

As such, with compliance with existing regulations pertaining to hazardous materials contamination, impacts associated with hazardous materials would be less than significant.

*9(e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles or a public airport or public use airport, result in a safety hazard for people residing or working in the project area? For a project within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area?*

**Determination: Less Than Significant Impact.**

Hazards of concern relative to airports include: (i) airspace obstructions; (ii) wildlife hazards, particularly bird strikes; and (iii) land use characteristics that pose other potential hazards to flight by creating visual or electronic interference with air navigation. Fifteen airports are located within Riverside County and are subject to Riverside County Airport Land Use Commission (ALUC) jurisdiction, including 12 public-use airports, two private-use airports, and one military airport. The ALUC also oversees a portion of the airport influence area for Chino Airport, which is located in San Bernardino County but has an influence area that extends into Riverside County. As there are multiple airports located throughout the County, some of the proposed truck routes may fall within the boundaries of an Airport Influence Area, including those situated adjacent to the March Air Reserve Base, French Valley Airport and Jacqueline Cochran Regional Airport. The ALUC has adopted airport land use compatibility plans for all public use airports in the County, the provisions of which all future development in the County are subject to compliance.

To ensure that future site-specific designated truck route roadway improvements within the County that may be facilitated by the Project is not adversely affected by airport operations, and to avoid potential conflicts between the future improvements and the airports, any future projects would be required to comply with Federal Aviation Administration (FAA) safety requirements and conditions of approval established at Federal Aviation Regulations (FAR) Part 77. This would ensure that the potential for future improvements to result in a safety hazard or excessive noise for people residing or working in the County would remain at levels that would be less than significant. Through established design and development review processes, the County would ensure that all FAA Conditions of Approval would be met prior to the issuance of site-specific development permits. At the County's discretion, future improvements may be submitted to the ALUC for review. The Project would comply with any applicable ALUC Conditions as stipulated by the County.

In addition, the Riverside County General Plan Land Use Element contains several goals, policies, and actions to minimize noise impacts to people and the environment in the vicinity of sources of noise, with which future improvements under the Project would be required to comply. Therefore, the Project would not result in a safety hazard for people residing or working in the project area, and this impact would be less than significant.

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

**Determination: Less Than Significant Impact.**

The Riverside County General Plan Safety Element provides a list of potential evacuation routes for unincorporated communities throughout the County, some of which include proposed truck routes under the Project, particularly SR-74, SR-243 and SR-371 in the Riverside Extended Mountain Area Plan (Idyllwild, Mountain Center, Anza, Aguanga, etc.). In addition, the County maintains a Multi-Jurisdictional Local Hazard Mitigation Plan (MJLHMP) (last approved in 2023 and currently being updated) that provides direction and guidance for officials and citizens in the event of emergency. It serves as a guide for the community and the general public in understanding the hazards facing the community and how to reduce the impacts of those hazards. The plan discusses hazards including earthquakes, floods, climate change, and disease.

However, the Project does not propose changes to circulation in the County or to physical orientation of the Project area that could interfere with the County's emergency response or evacuation procedures. In addition, the Project does not propose to change or eliminate existing emergency response facilities such as fire stations.

Consistent with County policies, coordination with the local fire and police departments during pre-construction review of site-specific future improvements that may be facilitated by the Project would ensure that potential interference with emergency response plans and evacuation plans are avoided. Moreover, potential temporary access and circulation system disruptions and/or detours would be addressed through site-specific Construction Traffic Management Plans, as determined necessary by the County. Therefore, the potential for the Project to impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan would be less than significant.

*9(g) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?*

**Determination: Less Than Significant Impact.**

Based on the Riverside County General Plan Safety Element, wildfire hazard is the highest-priority hazard in the County and is the hazard with the greatest potential for catastrophic loss. Wildfires can occur on mountains, hillsides, and grasslands. In unincorporated Riverside County, native vegetation, such as chaparral, sage, and grassland provide fuel that allows fire to spread easily across large tracts of land. A significant portion of the County is undeveloped and consists of

rugged topography with highly flammable vegetation. In particular, the hillside terrain of unincorporated Riverside County has a substantial fire risk.

The wildland-urban interface is an area where buildings and infrastructure (e.g., cell towers, schools, water supply facilities) mix with areas of flammable wildland vegetation. Wildfire threat within the County ranges from moderate to very high. Some of the highest threats occurs in Western Riverside County, especially along the San Jacinto Mountains near communities such as Idyllwild and Mountain Center. A majority of this region is considered a Very High Fire Hazard Severity Zone (FHSZ). The Little San Bernardino Mountains northeast of the Coachella Valley have FHSZs ranging from Moderate to Very High, and most of Eastern Riverside County is considered a Moderate FHSZ. In addition, multiple areas within the County are mapped as being within Moderate, High and Very High FHSZs and within a State Responsibility Area (SRA) based on the California Department of Forestry and Fire Protection (CalFire) Fire Hazard Severity Zone online database.

The County of Riverside contracts with the State (i.e., CalFire) for fire protection. Under CalFire management, the Riverside County Fire Department (RCFD) operates 95 fire stations in 17 battalions. Fifty-one of these stations, as well as three stations operated directly by CalFire, are located in the unincorporated portion of Riverside County.

All roadways proposed to be designated as truck routes are presently constructed and open to traffic. No new unplanned roadways would have to be constructed to redistribute the truck traffic, and no existing roadways would have to be modified. The Project does not propose any construction and any future site-specific truck route roadway construction that may be facilitated by the Project would be required to meet minimum State and County standards and other legal requirements for fire safety, as defined in the Riverside County Building or Fire Codes, or by County zoning, or as dictated by the Building Official or the Transportation Land Management Agency, thereby minimizing fire hazards generally. Therefore, the potential for the Project to expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires is considered less than significant.

**MITIGATION MEASURES**

No mitigation is required.

## 4.10 HYDROLOGY AND WATER QUALITY

| Would the proposed project: | | | | | |
|---|---|---|---|---|---|
| | **Issues** | **Potentially Significant Impact** | **Less Than Significant Impact with Mitigation Incorporated** | **Less Than Significant Impact** | **No Impact** |
| a) | Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality? | | | X | |
| b) | Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? | | | X | |
| c) | Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: | | | | |
| | i) Result in substantial erosion or siltation on- or off-site? | | | X | |
| | ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? | | | X | |
| | iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? | | | X | |
| | iv) Impede or redirect flood flows? | | | X | |
| d) | In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? | | | X | |
| e) | Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? | | | X | |

**DISCUSSION**

*10(a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?*

**Determination: Less Than Significant Impact.**

Water quality and waste discharges within Riverside County are strictly regulated under the jurisdiction of three separate Regional Water Quality Control Boards (RWQCBs): the Santa Ana RWQCB, the San Diego RWQCB, and the Colorado River Basin RWQCB. Any physical development within the County must comply with the respective National Pollutant Discharge Elimination System (NPDES) municipal stormwater permits and localized Water Quality Management Plans (WQMPs).

The proposed Project would not violate any water quality standards or waste discharge requirements. The Project does not propose any construction. All roadways proposed to be designated as truck routes are presently constructed and open to traffic. No new unplanned roadways would have to be constructed to redistribute the truck traffic, and no existing roadways would have to be modified. The Project does not propose site-specific development; rather, it involves amendments to the Riverside County General Plan Circulation Element, Good Neighbor Policy and the Zoning Ordinance to comply with AB 98 requirements related to the County's proposed truck route network. The physical scope of the Project is confined to the minor installation and routine maintenance of roadside truck route signs within existing public rights-of-way. These low-impact installation activities would not generate significant wastewater, urban runoff, or point-source pollutants. Standard public works construction protocols and localized Best Management Practices (BMPs) would be utilized during the rapid placement of signposts to prevent soil or construction debris from washing into local storm drains or adjacent channels. Therefore, impacts to surface water and groundwater quality would be less than significant.

*10(b) Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level, which would not support existing land uses or planned uses for which permits have been granted)?*

**Determination: Less Than Significant Impact.**

As stated above, the Project does not propose site-specific development; rather, it involves amendments to the Riverside County General Plan Circulation Element, Good Neighbor Policy and the Zoning Ordinance to comply with AB 98 requirements related to the County's proposed truck route network. According to the Riverside County General Plan Multipurpose Open Space Element, local groundwater basins are strictly managed under the Sustainable Groundwater Management Act (SGMA) to ensure long-term aquifer reliability. The proposed Project would not require the extraction or consumption of groundwater, nor would it introduce large-scale industrial operations or landscaping that demand heavy water use.

Additionally, because the physical scope is limited to installing roadside route signs within existing, already developed public rights-of-way, it would not place new impervious surfaces over the landscape that could cap or impede natural stormwater infiltration or groundwater recharge zones. While underlying groundwater basins across the County are highly protected, the minor, administrative nature of the routing updates means impacts to groundwater supplies or basin management would be less than significant.

*10(c)(i) 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, in a manner that would result in substantial erosion or siltation on- or off-site?*

*10(c)(ii) 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 substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?*

*10(c)(iii) Would the project create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?*

*10(c)(iv) Would the project impede or redirect flood flows?*

**Determination: Less Than Significant Impact.**

Stormwater infrastructure, localized drainage networks, and regional flood flows are actively managed by the Riverside County Flood Control and Water Conservation District. The Riverside County General Plan Multipurpose Open Space Element outlines comprehensive policies aimed at managing stormwater infrastructure and protecting natural drainage basins, while the Safety Element establishes guidelines to mitigate flood hazards and maintain watershed integrity.

As discussed previously, no new roadways would be constructed as part of the proposed Project, and no existing roadways would be modified. The Project would not build new roadways, widen lanes, clear massive vegetation, or reshape natural topography, meaning it lacks the capacity to physically alter the course of an existing stream, creek, or river. The physical addition of minor roadside signs would not introduce substantial new impervious surfaces that could conflict with General Plan hydrology goals, alter local runoff patterns, or overwhelm existing drainage infrastructure. Standard public works construction practices would ensure that localized dirt disturbance during signpost placement is backfilled and stabilized immediately, preventing localized siltation or erosion. Therefore, impacts to existing drainage patterns would be less than significant.

*10(d) In flood hazard, tsunami, or seiche zones, would the project result in a risk release of pollutants due to project inundation?*

**Determination: Less Than Significant Impact.**

Tsunamis are high sea waves typically caused by earthquakes and underwater landslides. Seiche zones occur in bodies of water (semi or fully enclosed) and are caused by strong winds or rapid changes in the atmosphere that push water from one end to another and typically act as a standing wave/oscillating body of water. Floods are an overflow of large bodies of water beyond its normal capacity.

The County of Riverside is located within various Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) designated flood zones. The Riverside County General Plan Safety Element maps regional flood plains, dam inundation pathways, and localized hazard zones. Because the Project does not propose or construct any warehouses, commercial facilities, or manufacturing plants, it would not store, generate, or house large quantities of hazardous chemicals or industrial materials that could be unleased during a flood event.

The Project does not propose site-specific development; rather, it involves amendments to the Riverside County General Plan Circulation Element, Good Neighbor Policy and the Zoning Ordinance to comply with AB 98 requirements related to the County's proposed truck route network. Furthermore, the Project would not introduce habitable buildings or place new occupants into flood-prone zones. While various designated truck routes may traverse mapped 100-year floodplains or areas subject to localized inundation, the minor presence of roadside signage poses no environmental pollution risk if submerged. Therefore, impacts regarding the risk of pollutant release due to inundation would be less than significant.

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

**Determination: Less Than Significant Impact.**

As established previously, water quality metrics across the County are governed by three separate RWQCBs, and groundwater basins are monitored via local Groundwater Sustainability Agencies. Because this Project is entirely a planning and route-optimization mechanism that generates no domestic or industrial wastewater, requires no groundwater pumping, and introduces no expansive impervious structures, it has no operational intersection with watershed goals.

The Project does not propose any construction. All roadways proposed to be designated as truck routes are presently constructed and open to traffic. The Project does not propose site-specific development; rather, it involves amendments to the Riverside County General Plan Circulation Element, Good Neighbor Policy and the Zoning Ordinance to comply with AB 98 requirements related to the County's proposed truck route network. The routine installation of roadside route signage would comply fully with all standard County public works requirements and localized BMPs. Consequently, the Project would not conflict with or obstruct the implementation of any regional Basin Plans, RWQCB water quality standards, or local sustainable groundwater management plans. Impacts would be less than significant.

**MITIGATION MEASURES**

No mitigation is required.

## 4.11 LAND USE AND PLANNING

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

**DISCUSSION**

*11(a) Physically divide an established community?*

**Determination: No Impact.**

An established community may be physically divided from the construction of a new physical barrier such as a freeway, major arterial roadway, flood control channel, or rail line. The proposal of such physical barriers would have the potential to bisect an existing neighborhood or otherwise severs established connections within it.

The Project does not propose any construction. All roadways proposed to be designated as truck routes are presently constructed and open to traffic. No new unplanned roadways would have to be constructed to redistribute the truck traffic, and no existing roadways would have to be modified. Any potential physical change to the environment would involve installation of signage designating truck routes. The Project does not propose site-specific development; rather, it involves amendments to the Riverside County General Plan Circulation Element, Good Neighbor Policy and the Zoning Ordinance to comply with AB 98 requirements related to the County's proposed truck route network. Specifically, the proposed Countywide Truck Route System would be updated to shift truck traffic away from residential uses and sensitive receptors, while also clarifying what facilities are officially part of the County-controlled local truck route network.

The Project does not propose the construction of any new freeway, major roadway, channel, or similar physical feature that would divide an established community. Therefore, the Project would not physically divide an established community and no impact would occur.

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

**Determination: Potentially Significant Impact.**

The proposed Project would not result in any modifications to existing land use designations or modify any existing roadways or roadway classifications. The Project would not modify any General Plan policies or programs specific to land use. The General Plan includes goals, policies, and actions to ensure development occurs consistent with the General Plan and other adopted

plans designed to mitigate environmental impacts or to preserve important resources. The proposed amendment and modifications to goals and policies within the Riverside County Circulation Element include text revisions to ensure compliance with AB 98, such as maintaining a designated truck route network that avoids sensitive uses while continuing to accommodate efficient movement of trucks; enforcing designated truck routes; developing and maintaining signage and an online map of Countywide truck routes; and updating the truck route map as needed. However, there is the potential for these amendment revisions to conflict with other existing applicable land use plans, policies and regulations adopted by other agencies for the purpose of avoiding or mitigating environmental effects, including the SCAG's Connect SoCal 2024, SCAQMD AQMP, the County's CAP and/or the 2022 CARB Scoping Plan, as discussed in Section 4.3, Air Quality, and Section 4.8, Greenhouse Gas Emissions.

Since the proposed Project must maintain consistency with these and other applicable plans, policies, and regulations adopted for the purpose of avoiding or mitigating environmental effects, the potential for the Project to conflict with such plans, and the resulting potential for significant environmental impacts, will be evaluated in the forthcoming EIR.

**MITIGATION MEASURES**

Applicable mitigation measures will be discussed in the forthcoming EIR.

## 4.12 MINERAL RESOURCES

| Would the proposed project: | | | | | |
|---|---|---|---|---|---|
| | **Issues** | **Potentially Significant Impact** | **Less Than Significant Impact with Mitigation Incorporated** | **Less Than Significant Impact** | **No Impact** |
| a) | Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the State? | | | | X |
| b) | Result in the loss of availability of a locally important mineral resource recovery site delineated in a local general plan, specific plan, or other land use plan? | | | | X |

**DISCUSSION**

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

**Determination: No Impact.**

The proposed Project would implement the Countywide Truck Route System in response to AB 98 and would designate truck routes throughout the unincorporated County. Implementation of the proposed Project would not include the construction of any specific development or new roadways. However, the designation of truck routes would require the installation of signage throughout the County to be sited within the existing right-of-way and adjacent to already developed roadways.

The Riverside County General Plan Multipurpose Open Space Element contains policies for the protection of mineral resources, as well as a map of the mineral resource zones. Because the Project is an administrative and regulatory effort to manage truck routing on existing roadways, it would not alter existing land use designations, nor would it introduce any permanent structural development or habitable structures that could physically overlie or obstruct access to known mineral resource sectors. The installation of roadside signage would occur entirely within existing public rights-of-way and would not restrict future access to, or extraction of, any mineral deposits. Furthermore, the Project would not involve any excavation or grading activities that could deplete or disturb subterranean mineral deposits. Therefore, the proposed Project would not result in the loss of availability of any known mineral resources that would be of value to the region and the residents of the State, and no impact would occur.

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

**Determination: No Impact.**

As discussed above, the Riverside County General Plan Multipurpose Open Space Element maps and delineates policies for the protection of mineral resources and recovery sites. Because the proposed Project is an administrative and regulatory effort to designate truck routes on existing roadways, it would not conflict with or alter any land use designations mapped in the General Plan, specific plans, or any other local land use plans. The Project does not propose any physical development, structural encroachment, or roadway changes that could physically block, isolate, or interfere with access to locally important mineral resource recovery sites. Furthermore, any minor signage installation would occur entirely within existing public rights-of-way and would have no effect on mineral resource availability. Therefore, the proposed Project would not result in the loss of availability of a locally important mineral resource recovery site, and no impact would occur.

**MITIGATION MEASURES**

No mitigation is required.

## 4.13 NOISE

| Would the proposed project result in: | | | | | |
|---|---|---|---|---|---|
| | **Issues** | **Potentially Significant Impact** | **Less Than Significant Impact with Mitigation Incorporated** | **Less Than Significant Impact** | **No Impact** |
| a) | Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | X | | | |
| b) | Generation of excessive groundborne vibration or groundborne noise levels? | X | | | |
| c) | For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | | | X | |

**DISCUSSION**

*13(a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

**Determination: Potentially Significant Impact.**

Riverside County Ordinance No. 847 establishes countywide standards regulating noise in order to protect the health, safety, and general welfare of County residents. Specifically, Ordinance No. 847, Regulating Noise, Section 4, outlines the maximum daytime and nighttime exterior noise standards for a variety of land uses; refer to ***Table 5, Riverside County Sound Level Standards***. Ordinance No. 847 exempts sound from certain sources from the provisions of the chapter. These include facilities owned or operated by a governmental agency, capital improvement projects of a governmental agency, agricultural operations, heating and air conditioning equipment, and motor vehicles other than off-highway vehicles. Private construction projects are also exempt, provided that construction within one-quarter mile of an inhabited dwelling would not occur between 6:00 p.m. and 6:00 a.m. from June through September or between 6:00 p.m. and 7:00 a.m. from October through May.

## Table 5: Riverside County Sound Level Standards

| General Plan Foundation Component | Land Use Designation | Maximum Decibel Level | |
|---|---|---|---|
| | | 7 a.m. – 10 p.m. | 10 p.m. – 7 a.m. |
| Community Development | Estate Density Residential | 55 | 45 |
| | Very Low Density Residential | 55 | 45 |
| | Low Density Residential | 55 | 45 |
| | Medium Density Residential | 55 | 45 |
| | Medium High Density Residential | 55 | 45 |
| | High Density Residential | 55 | 45 |
| | Very High Density Residential | 55 | 45 |
| | Highest Density Residential | 55 | 45 |
| | Retail Commercial | 65 | 55 |
| | Office Commercial | 65 | 55 |
| | Tourist Commercial | 65 | 55 |
| | Community Center | 65 | 55 |
| | Light Industrial | 75 | 55 |
| | Heavy Industrial | 75 | 75 |
| | Business Park | 65 | 45 |
| | Public Facility | 65 | 45 |
| | Specific Plan-Residential | 55 | 45 |
| | Specific Plan-Commercial | 65 | 55 |
| | Specific Plan-Light Industrial | 75 | 55 |
| | Specific Plan-Heavy Industrial | 75 | 75 |
| Rural Community | Estate Density Residential | 55 | 45 |
| | Very Low Density Residential | 55 | 45 |
| | Low Density Residential | 55 | 45 |
| Rural | Rural Residential | 45 | 45 |
| | Rural Mountainous | 45 | 45 |
| | Rural Desert | 45 | 45 |
| Agriculture | Agriculture | 45 | 45 |
| Open Space | Conservation | 45 | 45 |
| | Conservation Habitat | 45 | 45 |
| | Recreation | 45 | 45 |
| | Rural | 45 | 45 |
| | Watershed | 45 | 45 |
| | Mineral Resources | 75 | 45 |

Source: County of Riverside, *Ordinance No. 847 Regulating Noise Section 4, Table 1.*

Construction

The proposed Project would designate truck routes along existing roadways and does not propose any site-specific development projects or the construction of new roadways. However, Government Code Section 65302.02 requires conspicuous signage identifying truck routes, truck parking, and appropriate idling and parking locations, and installing this signage would occur along designated roadways. Installation of signage is anticipated to require the use of powered handheld equipment, which generates substantially lower noise levels than the heavy-duty equipment typically associated with traditional construction activities. Furthermore, installation activities would be required to comply with Ordinance No. 847, Regulating Noise, Section 6, which prohibits operating power tools or equipment between 10:00 p.m. and 8:00 a.m. such that they are audible inside an inhabited dwelling, or at any other time such that they are audible beyond 100 feet. Upon compliance with Ordinance No. 847, signage installation would not generate a substantial temporary increase in ambient noise levels in excess of applicable standards. Noise impacts related to signage installation would be less than significant and will not be evaluated further in the forthcoming EIR.

Operation

Long-term operational noise associated with a project is typically attributed to stationary and mobile sources. As discussed, the proposed Project would consist of the implementation of the Countywide Truck Route System in response to AB 98 to establish standards for warehouse and logistics development, including truck traffic, site design, and land use compatibility. In addition, the proposed Project would designate truck routes throughout the County. While the proposed Project would establish standards for warehouse and logistics development, the Project does not propose any specific development.

Although the proposed Project does not propose any specific development and would not directly generate vehicle trips, the designation of truck routes throughout the County would redirect existing truck traffic onto designated roadways. As such, the proposed Project would have the potential to increase truck volumes along existing roadways and would potentially raise the existing ambient traffic noise levels at nearby noise sensitive land uses. Since the proposed Project would have the potential to increase truck traffic volumes along existing roadways resulting in significant impacts, impacts related to operational noise and potential mitigation measures will be evaluated in the forthcoming EIR.

*13(b) Generation of excessive groundborne vibration or groundborne noise levels?*

**Determination: Potentially Significant Impact.**

Construction

The proposed Project would designate truck routes along existing roadways and does not propose any site-specific development projects or the construction of new roadways. No new unplanned roadways would have to be constructed to redistribute the truck traffic, and no

existing roadways would have to be modified. As such, no traditional construction activities, such as grading, excavation, or paving, would occur under the proposed Project. However, Government Code Section 65302.02 requires conspicuous signage identifying truck routes, truck parking, and appropriate idling and parking locations to be installed. Installation of corresponding signage along designated roadways may require the use of powered handheld equipment. Powered handheld equipment generates substantially lower levels of groundborne vibration than the heavy-duty equipment typically associated with traditional construction activities. As such, signage installation would not generate excessive groundborne vibration or groundborne noise levels at nearby vibration-sensitive land uses and structures. Vibration impacts related to signage installation would be less than significant and will not be evaluated further in the forthcoming EIR.

Operation

Long-term operational vibration associated with a specific site is attributed to stationary sources, typical of industrial and commercial land uses. While the proposed Project would establish standards for warehouse and logistics development, the Project does not propose any specific development. Nevertheless, the proposed Project would designate truck routes throughout the County. While the proposed Project does not propose any specific development and would not directly generate vehicle trips, implementation of the proposed Project would redirect existing heavy-duty truck traffic onto designated roadways. As such, the proposed Project would have the potential to increase truck volumes along existing roadways and could increase truck-related groundborne vibration at nearby vibration-sensitive land uses and structures. Since the proposed Project would have the potential to increase truck traffic volumes along existing roadways resulting in significant impacts, impacts related to operational vibration and potential mitigation measures will be evaluated in the forthcoming EIR.

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

**Determination: Less Than Significant Impact.**

The proposed Project would implement the Countywide Truck Route System in response to AB 98. It would establish standards for warehouse and logistics development, including truck traffic, site design, and land use compatibility, and would designate truck routes throughout the County. As discussed previously in Section 4.9, Hazards and Hazardous Materials, fifteen airports are located within Riverside County and subject to ALUC jurisdiction, including 12 public-use airports, two private-use airports, and one military airport. The ALUC also oversees a portion of the airport influence area for Chino Airport, which is located in San Bernardino County but has an influence area that extends into Riverside County. As there are multiple airports located throughout the County, some of the proposed truck routes may fall within the boundaries of an Airport Influence Area, including those situated adjacent to the March Air Reserve Base, French Valley Airport and Jacqueline Cochran Regional Airport. The ALUC implements land use compatibility planning

through the *Riverside County Airport Land Use Compatibility Plan Policy Document* (ALUCP), adopted in October 2004. The ALUCP consists of countywide policies and individual compatibility plans for each of the airports within the ALUC's jurisdiction.

For each airport, the ALUCP identifies projected aircraft noise exposure contours expressed in terms of the Community Noise Equivalent Level (CNEL), which are used to define airport compatibility zones and evaluate the acceptability of proposed land uses within each airport's influence area. Developments located within airport influence areas and noise exposure contours are subject to review for consistency with the applicable compatibility plan which includes land use compatibility. ***Table 6, Airport Noise Exposure Compatibility***, summarizes the land use compatibility criteria for aircraft noise exposure established in the ALUCP.

**Table 6: Airport Noise Exposure Compatibility**

| Land Use Category | CNEL (dB) | | | | |
|---|---|---|---|---|---|
| | 50-55 | 55-60 | 60-65 | 65-70 | 70-75 |
| *Residential*[1] | | | | | |
| Single-Family, Nursing Homes, Mobile Homes | ++ | o | - | -- | -- |
| Multi-Family, Apartments, Condominiums | ++ | + | o | -- | -- |
| *Public* | | | | | |
| Schools, Libraries, Hospitals | + | o | - | -- | -- |
| Churches, Auditoriums, Concert Halls | + | o | o | - | -- |
| Transportation, Parking, Cemeteries | ++ | ++ | ++ | + | o |
| *Commercial and Industrial* | | | | | |
| Office, Retail Trade | ++ | + | o | o | - |
| Service Commercial, Wholesale Trade, Warehousing, Light Industrial | ++ | ++ | + | o | o |
| General Manufacturing, Utilities, Extractive Industry | ++ | ++ | ++ | + | + |
| *Agricultural and Recreational* | | | | | |
| Cropland | ++ | ++ | ++ | ++ | + |
| Livestock Breeding | ++ | + | o | o | - |
| Parks, Playgrounds, Zoos | ++ | + | + | o | - |
| Golf Courses, Riding Stables, Water Recreation | ++ | ++ | + | o | o |
| Outdoor Spectator Sports | ++ | + | + | o | - |
| Amphitheaters | + | o | - | -- | -- |

| Land Use Acceptability | | Interpretation/Comments |
|---|---|---|
| ++ | *Clearly Acceptable* | The activities associated with the specified land use can be carried out with essentially no interference from the noise exposure. |
| + | *Normally Acceptable* | Noise is a factor to be considered in that slight interference with outdoor activities may occur. Conventional construction methods will eliminate most noise intrusions upon indoor activities. |
| o | *Marginally Acceptable* | The indicated noise exposure will cause moderate interference with outdoor activities and with indoor activities when windows are open. The land use is acceptable on the conditions |

| | |
|---|---|
| | that outdoor activities are minimal and construction features which provide sufficient noise attenuation are used (e.g., installation of air conditioning so that windows can be kept closed). Under other circumstances, the land use should be discouraged. |
| - *Normally Unacceptable* | Noise will create substantial interference with both outdoor and indoor activities. Noise intrusion upon indoor activities can be mitigated by requiring special noise insulation construction. Land uses which have conventionally constructed structures and/or involve outdoor activities which would be disrupted by noise should generally be avoided. |
| - - *Clearly Unacceptable* | Unacceptable noise intrusion upon land use activities will occur. Adequate structural noise insulation is not practical under most circumstances. The indicated land use should be avoided unless strong overriding factors prevail and it should be prohibited if outdoor activities are involved. |
| Notes: CNEL = Community Noise Equivalent Level; dB = decibels<br>1. Subtract 5 dB for low-activity outlying airports (Chiriaco Summit and Desert Center) | |
| Source: Riverside County Airport Land Use Commission, *Riverside County Airport Land Use Compatibility Plan Policy Document,* adopted October 2004. | |

Since the proposed Project would designate truck routes throughout the County, portions of existing roadways that would be designated as truck routes have the potential to fall within the noise contours of airports. As shown in ***Table 6, Airport Noise Exposure Compatibility*** the ALUCP identifies transportation uses as clearly acceptable in areas exposed to noise levels up to 65 CNEL and normally acceptable between 65 and 70 CNEL. Under the clearly acceptable classification, the activities associated with the land use can be carried out with essentially no interference from noise exposure. Under the normally acceptable classification, noise is a factor to consider, but only slight interference with outdoor activities may occur. Within the 70 to 75 CNEL range, transportation uses are classified as marginally acceptable.

The designation of truck routes in the County under the proposed Project would not introduce any residential uses or other noise-sensitive land uses within airport noise contours. The exposure of truck operators to aircraft noise along designated routes would be short-term and would not be a sustained exposure similar to receptors residing or working in an area for a long period of time. As such, the proposed Project would not expose people residing or working in the Project area to excessive aircraft noise. Furthermore, transportation uses such as roadways range from clearly, normally, and marginally acceptable land uses within an airport noise contour. Therefore, this impact would be less than significant.

**MITIGATION MEASURES**

Applicable mitigation measures will be discussed in the forthcoming EIR.

## 4.14 POPULATION AND HOUSING

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

**DISCUSSION**

*14(a) Induce substantial 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)?*

**Determination: No Impact.**

The 2020 U.S. Census estimates the population Riverside County to be 2,544,916 people, making it the 4th most populous county in California. The estimated growth rate is 0.6 percent to 1.1 percent annually, adding about 13,000 to 33,000 people yearly. County population growth is regional, mandated by the Southern California Association of Governments (SCAG) region-wide growth and housing blueprint. Population growth is centered around transit and job centers, while ensuring Regional Housing Needs Assessment (RHNA) targets are met. Riverside County's population and housing policies are primarily governed by the 6th Cycle Housing Element (2021-2029), which serves as a policy guide to manage growth and address housing needs within its unincorporated areas.

The proposed Project would implement the Countywide Truck Route System in response to AB 98 and would designate truck routes throughout the unincorporated County. Implementation of the proposed Project would not include the construction of any specific development, commercial facilities, or new roadways that could indirectly attract new residents. While the designation of truck routes would require the minor installation of roadside signage throughout the County, this activity would occur entirely within existing public rights-of-way and would not alter local land use designations or increase infrastructure capacity in a manner that stimulates growth. Therefore, no direct or indirect unplanned population growth would occur as a result of the proposed Project, and there would be no impact.

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

**Determination: No Impact.**

As previously described, the proposed Project involves the administrative implementation of a Countywide Truck Route System and the incorporation of those routes into the County's transportation planning documents, including the General Plan Circulation Element, to comply with AB 98. The physical components of the Project are strictly limited to the installation of roadside truck route signage within existing public rights-of-way.

The Project does not propose, authorize, or result in the demolition, alteration, or removal of any existing residential structures, nor does it physically interfere with any established residential neighborhoods. While AB 98 includes specific 2-to-1 housing replacement mandates for any future physical construction or expansion of actual logistics facilities that displace housing, this Project is restricted entirely to the regulatory designation of truck routes on existing roadways. It would not acquire residential property or displace any existing housing units or residents. Because no displacement would occur, the proposed Project would not necessitate the construction of replacement housing elsewhere. Therefore, there would be no impact.

**MITIGATION MEASURES**

No mitigation is required.

## 4.15 PUBLIC SERVICES

| Would the proposed project: | | | | | |
|---|---|---|---|---|---|
| | **Issues** | **Potentially Significant Impact** | **Less Than Significant Impact with Mitigation Incorporated** | **Less Than Significant Impact** | **No Impact** |
| a) | Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public series: | | | | |
| | i) Fire protection? | | | X | |
| | ii) Police protection? | | | X | |
| | iii) Schools? | | | | X |
| | iv) Parks? | | | | X |
| | v) Other public facilities? | | | | X |

**DISCUSSION**

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

*i) Fire protection?*

**Determination: Less than Significant Impact.**

As discussed previously, fire protection, rescue, and emergency medical services for the unincorporated areas of the County are primarily provided by CalFire/RCFD. This regional cooperative system operates 95 fire stations in 17 battalions. Fifty-one of these stations, as well as three stations operated directly by CalFire, are located in the unincorporated portion of Riverside County.

The Riverside County General Plan Safety Element officially incorporates the Riverside County Fire Department Strategic Master Plan and the MJLHMP in order to inform the policies related to fire protection. RCFD utilizes a national operational baseline goal of 6 minutes or less for emergency response times, though this standard is scaled based on individual city contracts and vast geographic travel distances across rural areas. Insurance Services Office (ISO) Public Protection Classifications vary by community

zone: the independent City of Riverside holds a premium ISO Class 1 rating, several urban contract cities like Temecula hold a highly favorable ISO Class 2 rating, while farther outlying, unincorporated rural areas generally experience higher ratings (typically Class 5 through 9) due to travel distances and infrastructure constraints.

The Project does not propose site-specific development; rather, it involves amendments to the Riverside County General Plan Circulation Element, Good Neighbor Policy and the Zoning Ordinance to comply with AB 98 requirements related to the County's proposed truck route network.

The Project does not propose any construction. All roadways proposed to be designated as truck routes are presently constructed and open to traffic. No new unplanned roadways would have to be constructed to redistribute the truck traffic and no existing roadways would have to be modified. The Project would not build any structures, logistics facilities, or residential housing that could directly or indirectly increase the local population, thereby avoiding any increase in calls for fire or emergency medical services. Because the Project only guides existing and projected truck traffic along established corridors, it would not affect the CalFire/RCFDs service ratios or require the construction or physical alteration of any fire stations. Therefore, impacts would be less than significant.

ii) *Police protection?*

**Determination: Less than Significant Impact.**

The Riverside County General Plan Safety Element establishes a coordinated program for human-caused hazard response, disaster preparedness, and critical facility protection. Law enforcement and traffic enforcement services for the unincorporated areas of the County are primarily provided by the Riverside County Sheriff's Office (RSO). Operating as one of the largest sheriff's departments in California, RSO functions out of 12 main regional patrol stations strategically situated across the County's vast geography. These facilities include the Cabazon, Colorado River, Hemet, Jurupa Valley, Lake Elsinore, Lake Mathews, Moreno Valley, Palm Desert, Perris, San Jacinto, Southwest, and Thermal stations. In addition to protecting unincorporated territories, RSO provides dedicated municipal law enforcement under contract to 15 of the County's 28 cities.

RSO utilizes specific internal performance metrics to track operational readiness and travel metrics. For Priority 1 (Emergency/Life-Threatening) calls, the department operates under a countywide target goal to dispatch and arrive on-scene within 5 to 7 minutes from receipt of a 911 call. For Priority 2 (Urgent but non-life-threatening) and Priority 3 (Routine/Property crime) calls, response timelines scale widely—frequently ranging from 15 to 45+ minutes—depending heavily on available patrol

units, concurrent emergency dispatch queues, and the vast physical travel distances required to traverse the County's rural and desert expanses.

The Project does not propose site-specific development; rather, it involves amendments to the Riverside County General Plan Circulation Element, Good Neighbor Policy and the Zoning Ordinance to comply with AB 98 requirements related to the County's proposed truck route network.

The Project does not propose any construction and all roadways proposed to be designated as truck routes are presently constructed and open to traffic. The Project does not propose, authorize, or introduce any residential housing or commercial logistics structures that would expand the local population or create new employment hubs. Because the Project would not generate direct or indirect population growth, it would not increase local crime rates, generate new calls for service, or create an added demand for police protection. Routine traffic enforcement and compliance monitoring of the newly designated truck routes would be naturally absorbed into the RSO's existing traffic bureau and station-level patrol routines without altering localized officer-to-resident service ratios.

Furthermore, because the Project does not alter physical roadway infrastructure, close travel lanes, or modify intersection configurations, it would have no mechanism to impede patrol vehicles or degrade RSO's emergency response time targets (including its 5-to-7-minute emergency baseline). The existing network of 12 regional RSO patrol stations would maintain current operational and dispatch capabilities. Because the Project would not require the construction or physical alteration of any law enforcement facilities to maintain acceptable performance standards, impacts would be less than significant.

iii) *Schools?*

**Determination: No Impact.**

Public K-12 education across Riverside County is overseen at the regional level by the Riverside County Office of Education (RCOE), which provides administrative and fiscal support to 23 localized public-school districts. Collectively, these districts operate hundreds of elementary, middle, and high schools serving more than 418,000 to 423,000 students, making it the fourth-largest County educational system in California.

As established above in *Population and Housing*, implementation of the proposed Project would not include the construction of any specific development, commercial facilities, or new roadways that could indirectly attract new residents. Because the Project would generate no new student enrollment across any of the 23 school districts managed by the RCOE, it would place no additional structural or programmatic demands on local educational infrastructure. Furthermore, the designation of roadways would occur on existing roadways and would not physically

alter or interfere with any school campus. Therefore, the Project would not require the provision of new or physically altered school facilities, and no impact would occur.

iv) *Parks?*

**Determination: No Impact.**

The County of Riverside Land Use Element contains policies for the protection of recreational resources, such as parks, trails, campgrounds, athletic fields, golf courses, and off-road vehicle parks. Riverside County manages over 102,000 acres of regional recreational lands, campgrounds, and open-space reserves, while the County Service Areas (CSAs) maintain 16 local and community parks.

Because the proposed Project is an administrative and regulatory effort to designate truck routes to comply with AB 98, it does not include housing or commercial components that would induce direct or indirect population growth. Consequently, the Project would not generate new user demand across the County's regional or CSA-maintained park networks. Physical activities are strictly limited to the minor installation of roadside signs within existing public rights-of-way, which would not physically disrupt or require the alteration of any existing park boundaries or recreational facilities. Because the Project would not require the provision of new or physically altered park infrastructure, no impact would occur.

v) *Other public facilities?*

**Determination: No Impact.**

Other municipal public infrastructure across the County includes the Riverside County Library System (RCLS). RCLS operates as a massive regional network encompassing 35 structural branch locations, two Mobile Resource Vans, two museums, and a specialized Creation Station. This system provides crucial educational resources, literacy toolkits, and community program facilities across 7,303 square miles, serving more than 1.4 million regional residents.

The Riverside County General Plan Land Use Element establishes policies which state that public administrative services, civic facilities, and libraries must be dynamically scaled alongside ongoing residential growth to prevent structural deficits.

The Project does not propose site-specific development; rather, it involves amendments to the Riverside County General Plan Circulation Element, Good Neighbor Policy and the Zoning Ordinance to comply with AB 98 requirements related to the County's proposed truck route network. Specifically, the proposed Countywide Truck Route System would be updated to shift truck traffic away from residential uses and sensitive receptors, while also clarifying what facilities are officially part of the County-controlled local truck route network. Because the Project does not propose,

authorize, or induce any housing units, commercial projects, or demographic expansion, it would not generate new user demand for community programming or public library books. Routine administrative or enforcement oversight of the designated route system would be handled through existing County staffing channels. Furthermore, the installation of roadside signage would occur entirely clear of any public facilities and would not physically alter or interfere with any library branch or civic space. Because the Project would not require the provision of new or physically altered governmental library or administrative facilities to sustain standard public service metrics, no impact would occur.

**MITIGATION MEASURES**

No mitigation is required.

## 4.16 RECREATION

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

**DISCUSSION**

*16(a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*

**Determination: No Impact.**

The County of Riverside Land Use Element contains policies for the protection of recreational resources, such as parks, trails, campgrounds, athletic fields, golf courses, and off-road vehicle parks. Riverside County manages over 102,000 acres of recreational lands, including regional parks, campgrounds, and open-space reserves. The County Services Areas (CSA) maintains 16 local and community parks. The proposed Project would implement the Countywide Truck Route System in response to AB 98 and would designate truck routes throughout the unincorporated County. Implementation of the proposed Project would not include the construction of any specific development or roadways.

The proposed Project would not result in any changes to land use designations, or result in any population growth that may result in the increase of use of existing neighborhood or regional parks. Because the Project does not introduce new residential housing or employment-generating uses that would draw new residents to the area, it would not generate new user demand for recreational infrastructure. Additionally, the minor physical activities associated with the Project are limited to installing roadside signs within existing public rights-of-way and would not result in any direct physical disruption, modification, or accelerated deterioration of any existing park or recreational facility. Therefore, no substantial physical deterioration of recreational facilities would occur, and there would be no impact.

*16(b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

**Determination: No Impact.**

As discussed above, the proposed Project is an administrative and regulatory effort to designate truck routes on existing roadways in compliance with AB 98. The Project does not propose, include, or incentivize the development of any new recreational facilities or parkland. Furthermore, because the Project does not induce direct or indirect population growth, it would not generate an increased demand for park space that would necessitate the construction of new recreational resources or the physical expansion of the County's existing 102,000 acres of regional lands and CSA-maintained local parks. Physical actions are strictly limited to the installation of roadside signage within existing public rights-of-way, which would have no physical interface with or impact on recreational assets. Therefore, the proposed Project would not require the construction or expansion of recreational facilities, and no impact would occur.

**MITIGATION MEASURES**

No mitigation is required.

## 4.17 TRANSPORTATION

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

**DISCUSSION**

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

**Determination: Potentially Significant Impact.**

The proposed Project would implement the Countywide Truck Route System and would designate truck routes along existing roadways throughout the County. As shown in As shown in ***Exhibit 3, Proposed Truck Routes***. As part of the proposed Project, the Riverside County General Plan Circulation Element would be amended to incorporate the designated truck route network in accordance with Government Code Section 65302.02. The proposed Project does not propose the construction of new roadways or modifications to existing roadway alignments and intersections. In addition, the Project does not propose any specific development and would not directly generate new vehicle trips.

The circulation system within the County is governed by several plans, ordinances, and policies. These include the Riverside County General Plan Circulation Element, Riverside County Ordinance No. 500, the Southern California Association of Governments' (SCAG) most current Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal 2024), and applicable active transportation plans. Transit service within the County is provided by agencies such as the *Riverside Transit Agency* and *SunLine Transit Agency*. The proposed Project would establish a designated truck route network intended to direct truck traffic toward interstate and state divided highways, arterial roads, major thoroughfares, and local roads that predominantly serve commercial, agricultural, or industrial uses, while minimizing exposure to sensitive receptors. As such, the proposed Project is intended to be consistent with the circulation planning goals of the

County and of State law.

However, the designation of truck routes throughout the County would redirect existing truck traffic onto designated roadways. Some of these designated roadways may include or be adjacent to existing or planned bicycle facilities, pedestrian facilities, and transit stops. An increase in truck volumes along these roadways could conflict with plans, ordinances, or policies that promote safe and accessible multimodal travel, including transit, bicycle, and pedestrian facilities. Since the proposed Project would establish designated truck routes throughout the County, potential conflicts with applicable programs, plans, ordinances, and policies addressing the circulation system, and potential mitigation measures, will be evaluated in the forthcoming EIR.

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

**Determination: Potentially Significant Impact.**

CEQA Guidelines Section 15064.3, subdivision (b), establishes vehicle miles traveled (VMT) as the primary metric for evaluating the transportation impacts of a project, consistent with Senate Bill 743. The proposed Project does not propose any specific development, however, the designation of truck routes throughout the County would have the potential to reroute trips along existing roadways. Although the proposed Project would not directly generate new vehicle trips, depending on the location of designated truck routes relative to truck origins (e.g., distribution warehouses, commercial retail, etc.) and their destinations, the redirection of existing truck traffic onto designated roadways has the potential to increase VMT beyond existing conditions. Whether the proposed Project would result in a significant transportation impact under the VMT metric, evaluated against applicable thresholds, requires further analysis. Therefore, the potential for the proposed Project to conflict with or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b), and potential mitigation measures, will be evaluated in the forthcoming EIR.

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

**Determination: Less Than Significant Impact.**

The proposed Project would implement the Countywide Truck Route System and would designate truck routes along existing roadways throughout the County. The proposed Project does not propose the construction of new roadways and does not propose modifications to existing roadway alignments, intersections, or other geometric design features. In addition, the Project does not propose any specific development that would introduce new access points, driveways, or roadway improvements.

Under the proposed Project, roadways designated as truck routes are existing roadways that are currently utilized for truck traffic. Under existing conditions, truck travel is governed by Riverside County Ordinance No. 500, which specifies weight limits, roads not suitable for trucks, and

alternate roads. Under the proposed Project, designated truck routes would be established in accordance with Government Code Section 65302.02. The designated truck routes would maximize the use of existing interstate and state highways, arterial roads, and local roads that currently serve land uses (e.g., commercial, agricultural, industrial) that generate truck trips. Since truck traffic is an existing and established use along roadways, establishing existing roadways into designated truck routes would not introduce an incompatible use or create a new hazard due to a geometric design feature.

The proposed Project would not propose or construct any new roadways that would be designated as truck routes. Any new truck routes proposed in the future would undergo separate environmental review, as applicable, to ensure that any future roadways would safely accommodate truck traffic. Therefore, the proposed Project would not substantially increase hazards due to a geometric design feature or incompatible uses. As such, impacts would be less than significant, and this issue will not be evaluated further in the forthcoming EIR.

*17(d) Result in inadequate emergency access?*

**Determination: Less Than Significant Impact.**

The Project does not propose changes to circulation in the County or to physical orientation of the Project area that could interfere with the County's emergency access or emergency response or evacuation procedures. In addition, the Project does not propose to change or eliminate existing emergency response facilities such as fire stations.

Consistent with County policies, coordination with the local fire and police departments during pre-construction review of site-specific future truck route improvements that may be facilitated by the Project would ensure that potential interference with emergency access is avoided. Moreover, potential temporary access and circulation system disruptions and/or detours would be addressed through site-specific Construction Traffic Management Plans, as determined necessary by the County. Therefore, the potential for the Project to result in inadequate emergency access would be less than significant.

**MITIGATION MEASURES**

Applicable mitigation measures will be discussed in the forthcoming EIR.

## 4.18 TRIBAL CULTURAL RESOURCES

| Would the proposed project: | | | | |
|---|---|---|---|---|
| **Issues** | **Potentially Significant Impact** | **Less Than Significant Impact with Mitigation Incorporated** | **Less Than Significant Impact** | **No Impact** |
| a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: | | | | |
| i) 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)? | | | X | |
| ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. | | | X | |

### DISCUSSION

*18(a)(i) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)? A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1?*

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

**Determination: Less Than Significant Impact.**

Tribal Cultural Resources (TCRs) were established as a new class of resources under CEQA with the passage of Assembly Bill (AB) 52 in September 2014 and were added to the list of resources that require analysis under CEQA on July 1, 2015. CEQA defines a TCR as a site, feature, place, or cultural landscape that is geographically defined in terms of size and scope, sacred place, or object with cultural value to a California Native American tribe that is either included or eligible for inclusion in the California Register or included in a local register of historical resources, or if the County, acting as the lead agency, supported by substantial evidence, chooses at its discretion to treat the resource as a TCR. The following discussion relies on the analysis conducted for TCRs from Riverside County General Plan EIR Section 4.9, Cultural and Paleontological Resources.

Three primary geomorphic provinces are found in Riverside County: the Mojave Desert, the Colorado Desert and the Peninsular Ranges. The diverse prehistoric landscape and habitats of the internally drained basins and pluvial (landlocked) lakes of the Mojave Desert region, the freshwater lakes of the Colorado Desert and the prominent ranges of the Peninsular Range were used by ancient and indigenous groups of people, leaving a rich archeological heritage. The following artifacts and features are characteristic of the Prehistoric Period: ceramics, projectile points of many types, grinding implements (mortars and pestles, metates and manos), enigmatic cogstones, shell, bone, clay beads and pendants, evidence of big game hunting. Due to the thousands of years spanned by the Prehistoric Period, the impermanence of many indigenous material goods and the widely scattered and varying itinerant patterns of settlement, the prehistoric archeological record tends to be less clearly defined and more sporadically preserved than that of later eras. Nevertheless, a large number of prehistoric resources are known or expected to occur within Riverside County.

The ethnohistoric period of the County at the time of Euro-American contact was distinguished by eight distinct resident cultural groups of Native Americans: Cahuilla (primarily), Gabrielino, Juaneño, Luiseño, Quechan, Halichidhoma, Chemehuevi and Serrano. It should be noted that territorial boundaries did change for some tribal groups throughout time. The majority of western Riverside County was occupied by the Cahuilla who spoke a Cupan language within the Takic family of the Uto-Aztecan language stock. The western part of the County, in the vicinity of the Santa Ana Mountains fell within the territory of the Gabrielinos, Juaneños and Luiseños who also spoke Cupan languages. These three populations had territories that extended from the coast eastward and northeastward across the Santa Ana and Palomar mountains, encompassing Temescal Valley and Lake Elsinore, and extending toward the foothills of the San Jacinto and Santa Rosa Mountains. The eastern part of Riverside County was strongly influenced by the presence of the Colorado River. Three indigenous cultures were present in this area at the time of Euro-American contact: the Halchidhoma, Quechan and Chemehuevi. The first two spoke languages belonging to the Colorado Branch of the Yuman family of the Hokan language stock. The Chemehuevi spoke a language belonging to the Numic family of the Uto-Aztecan language stock. Except for the Washo, Numic languages were the only ones spoken throughout the Great Basin at the time of Euro-American contact. Directly north of the Cahuilla, the Serrano occupied a large territory that encompassed much of San Bernardino County, edging southward into

Riverside County. The Serrano spoke a language classified within the Serran group of the Takic family of the Uto-Aztecan language stock.

As with the Prehistoric Period, a large number of ethnohistorical resources are also known or expected to occur within Riverside County. When uncovered as a result of an archeological investigation, such resources are, at minimum, documented and entered into the statewide recording system maintained by the Eastern Information Center (EIC). In many cases, when artifacts can be tied to a specific cultural group, such as a Tribe or Band, they may be returned to that tribe for final disposition, if they are not curated. Of the known ethnohistorical sites that occur within Riverside County, a few have been listed for special protections. The locations of most sites, however, are not publicly available to protect them from disturbance and preserve their scientific and cultural values.

AB 52 recognizes tribal cultural resources as a distinct CEQA category under PRC Section 21074. Within 14 days of the applicable application-completeness determination or decision to undertake a public agency project, the County will provide formal notice to traditionally and culturally affiliated California Native American tribes that have requested project notices. A tribe has 30 days after receiving notice to request consultation, and the County will begin consultation within 30 days of receiving a qualifying request. Consultation must begin before release of the Draft EIR when the statutory request conditions are met (PRC Section 21080.3.1). Completion before Draft EIR release is not a universal statutory requirement.

Because the Project includes a General Plan amendment, Senate Bill 18 (SB 18) consultation also applies under Government Code Sections 65352.3 and 65352.4. Tribes identified through the NAHC process have 90 days to request consultation after contact, unless a shorter period is agreed to; this is not a 90-day deadline for completing consultation. Consultation must inform the planning action before adoption. AB 52 and SB 18 have separate requirements and will be tracked separately by the County. In addition, the Riverside County General Plan EIR Section 4.9, Cultural and Paleontological Resources, contains goals, policies, and actions that require local planning and development decisions to consider impacts to TCRs and archaeological resources, which have the potential to be identified as TCRs upon discovery.

As discussed previously, the Project consists of an administrative and regulatory effort to designate truck routes on existing roadways and does not propose any physical development, structural encroachment, or roadway changes. Future site-specific truck route roadway improvement projects that may be facilitated by the proposed Project would be subject to the requirements discussed above regarding TCRs during environmental review of such projects. Compliance with federal and State laws and Riverside County General Plan goals, policies, and actions would protect unrecorded TCRs in the Project area by providing for the early detection of potential conflicts between development and resource protection, and by preventing or minimizing the material impairment of the ability of archaeological deposits to convey their significance through excavation or preservation. Therefore, the Project would not cause a substantial adverse change in the significance of a TCR, and impacts would be less than significant.

**MITIGATION MEASURES:** No mitigation is required.

## 4.19 UTILITIES AND SERVICE SYSTEMS

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

**DISCUSSION**

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

**Determination: No Impact.**

Water delivery and wastewater treatment within the unincorporated areas of Riverside County are managed by an array of regional water districts. Major providers include the Eastern Municipal Water District (EMWD) and the Western Municipal Water District (WMWD), alongside localized utility networks like the Coachella Valley Water District (CVWD). These agencies operate extensive networks of water treatment facilities and regional water reclamation plants to sustain existing local demand.

Stormwater drainage systems, flood control channels, and retention basins are managed and maintained by the Riverside County Flood Control and Water Conservation District (RCFCWCD). This agency ensures that local roadways and public rights-of-way drain safely into regional watersheds while minimizing localized flooding.

Electrical infrastructure across the vast majority of unincorporated Riverside County is supplied and maintained by Southern California Edison (SCE), alongside specialized regional providers like the Imperial Irrigation District (IID) in the eastern desert regions and municipal providers like Riverside Public Utilities (RPU). Natural gas infrastructure is provided and managed primarily by the Southern California Gas Company (SoCalGas). Telecommunications network services are provided across the County by major private providers such as Frontier Communications, Spectrum, and localized regional entities like the Southern California Telephone Company.

The Riverside County General Plan Land Use Element establishes specific land use designations for major utility facilities. The proposed Project involves the administrative designation of a Countywide Truck Route System and the incorporation of these freight corridors into the County's planning documents to achieve statutory compliance with AB 98. The physical actions required are limited entirely to installing roadside truck route signage within existing public rights-of-way.

The Project does not propose any residential, commercial, or logistics developments that would demand water supplies, generate wastewater, or require connections to electrical power, natural gas, or telecommunications systems. Consequently, it would place no structural demands on the service lines or infrastructure grids managed by Southern California Edison (SCE), SoCalGas, Frontier, or Spectrum. Furthermore, because the minor installation of roadside signs would occur within existing public rights-of-way and would not alter existing impervious surfaces or physical roadway geometries, the Project would not interfere with or require the expansion or relocation of any stormwater drainage infrastructure managed by the RCFCWCD. Because no utility connections, relocations, or facility expansions are required, no impact would occur.

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

**Determination: No Impact.**

As discussed above, water delivery and wastewater treatment within the unincorporated areas of Riverside County are managed by an array of regional water districts. Major providers include EMWD and WMWD, alongside localized utility networks like CVWD. These agencies operate extensive networks of water treatment facilities and regional water reclamation plants to sustain existing local demand.

The Riverside County General Plan Multipurpose Open Space Element contains policies aimed at protecting regional groundwater basins, enhancing local water supplies, and managing stormwater infrastructure. It coordinates with regional providers to protect local groundwater basins under the SGMA and requires water districts to maintain Urban Water Management Plans (UWMPs) that model and guarantee supply reliability over normal, single-dry, and multiple-dry year cycles.

Implementing the proposed Project would not conflict with these resource goals, as it is a regulatory planning effort to manage freight routing on existing roadways. The Project does not include any landscaping, habitable structures, or industrial operations that would consume water. Routine cleaning or occasional maintenance of the roadside route signs would require negligible amounts of water that are fully accommodated by existing public works maintenance resources. The Project would not deplete local water supplies or impact the long-term water management portfolios of providers like EMWD or WMWD. Therefore, no impact would occur.

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

**Determination: No Impact.**

As discussed above, wastewater treatment and regional water reclamation infrastructure within the unincorporated areas of Riverside County are operated by regional water districts, including EMWD, WMWD, and localized entities like the Elsinore Valley Municipal Water District (EVMWD). These providers manage extensive utility footprints to process sewage and generate recycled water.

The Riverside County General Plan Multipurpose Open Space Element contains policies aimed at protecting regional groundwater basins, enhancing local water supplies, and managing stormwater infrastructure. The proposed Project involves the administrative designation of a Countywide Truck Route System and the incorporation of these freight corridors into the County's transportation planning documents to satisfy AB 98. The Project does not propose, authorize, or construct any residential developments, commercial centers, or industrial logistics facilities that would generate domestic wastewater or process effluent. Because the Project would not introduce new residential population or employment-generating uses, it would not generate wastewater flows. Consequently, the Project would have no mechanism to place demands on regional sewer pipelines or treatment assets, and it would not require an adequacy determination from any localized wastewater provider. Therefore, the Project would not exceed wastewater treatment capacity limits, and no impact would occur.

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

**Determination: Less than Significant Impact.**

Solid waste collection and disposal services are managed by the Riverside County Department of Waste Resources (RCDWR). The RCDWR operates and utilizes a network of Class III municipal landfills to sustain regional capacities. This includes the County-operated Badlands Landfill near Moreno Valley and the Lamb Canyon Landfill near Beaumont, alongside the privately owned El Sobrante Landfill near Corona—which alone is permitted to accept up to 16,054 tons of refuse per day.

The Riverside County General Plan Multipurpose Open Space Element outlines structural goals and resource preservation guidelines to meet state solid waste diversion targets. In combination

with the Land Use Element, County planning policies require that all operational waste streams align with long-term infrastructure capacities, forcing development plans to prevent rapid depletion of regional landfill volumes.

The Project does not propose site-specific development; rather, it involves amendments to the Riverside County General Plan Circulation Element, Good Neighbor Policy and the Zoning Ordinance to comply with AB 98 requirements related to the County's proposed truck route network. The administrative route framework would not result in the generation of ongoing municipal solid waste. Minor, negligible amounts of construction-related debris could occur during the temporary installation of the roadside signs (such as discarded sign packaging or soil displacement). Any such installation waste would be collected by field crews and disposed of or recycled at a localized franchise facility in complete compliance with County recycling standards. The Project has no operational mechanism to generate long-term solid waste that could compromise state diversion targets or exceed the vast daily or remaining capacities of the Badlands, Lamb Canyon, or El Sobrante landfills. Therefore, impacts would be less than significant.

*19(e) Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?*

**Determination: Less than Significant Impact.**

The management and reduction of solid waste is governed by a framework of statutes and regulations, including the California Integrated Waste Management Act (Assembly Bill 939), Assembly Bill 341 (mandatory commercial recycling), Assembly Bill 1826 (mandatory commercial organic waste recycling), and Senate Bill 1383 (organic waste reduction). As established above, RCDWR oversees regional solid waste management in accordance with the Riverside County General Plan Multipurpose Open Space Element and California state law.

The Project does not propose site-specific development; rather, it involves amendments to the Riverside County General Plan Circulation Element, Good Neighbor Policy and the Zoning Ordinance to comply with AB 98 requirements related to the County's proposed truck route network. The Project would be required to comply with all applicable local, state, and federal regulations governing solid waste disposal, resource recovery, and recycling diversion. Any minor, temporary debris generated during the installation of the roadside signs (such as metal fragments or packaging) would be collected by crews and sorted for recycling or proper disposal at an authorized County landfill in strict compliance with the RCDWR's standard operating protocols. The administrative nature of the route system would not generate operational municipal waste and has no mechanism to conflict with or impair the attainment of any solid waste management or reduction statutes. Therefore, the proposed Project would comply with all solid waste regulations, and impacts would be less than significant.

**MITIGATION MEASURES**

No mitigation is required.

## 4.20 WILDFIRE

| Would the proposed project: | | | | |
|---|---|---|---|---|
| **Issues** | **Potentially Significant Impact** | **Less Than Significant Impact with Mitigation Incorporated** | **Less Than Significant Impact** | **No Impact** |
| a) Substantially impair an adopted emergency response plan or emergency evacuation plan? | | | X | |
| b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? | | | X | |
| c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? | | | X | |
| d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? | | | X | |

**DISCUSSION**

*20(a) Substantially impair an adopted emergency response plan or emergency evacuation plan?*

**Determination: Less than Significant Impact.**

The wildland-urban interface is an area where buildings and infrastructure (e.g., cell towers, schools, water supply facilities) mix with areas of flammable wildland vegetation. Wildfire threat within the County ranges from moderate to very high. Some of the highest threats occurs in Western Riverside County, especially along the San Jacinto Mountains near communities such as Idyllwild and Mountain Center. The majority of this region is considered a Very High Fire Hazard Severity Zone (FHSZ). The Little San Bernardino Mountains northeast of the Coachella Valley have FHSZs ranging from Moderate to Very High, and most of Eastern Riverside County is considered a Moderate FHSZ. In addition, multiple areas within the County are mapped as being within Moderate, High and Very High FHSZs and within a State Responsibility Area (SRA) based on the CalFire Fire Hazard Severity Zone online database.

The County of Riverside contracts with the State (i.e., CalFire) for fire protection. Under CalFire management, the Riverside County Fire Department (RCFD) operates 95 fire stations in 17 battalions. Fifty-one of these stations, as well as three stations operated directly by CalFire, are located in the unincorporated portion of Riverside County.

The Riverside County General Plan Safety Element explicitly maps these high-risk areas and

mandates strict development guidelines, building codes, and fuel-modification zones to mitigate risks. The Riverside County General Plan Safety Element provides a list of potential evacuation routes for unincorporated communities throughout the County, some of which include proposed truck routes under the Project, particularly SR-74, SR-243 and SR-371 in the Riverside Extended Mountain Area Plan (Idyllwild, Mountain Center, Anza, Aguanga, etc.). In addition, the County maintains a MJLHMP that provides direction and guidance for officials and citizens in the event of emergency. It serves as a guide for the community and the general public in understanding the hazards facing the community and how to reduce the impacts of those hazards.

The Project does not propose site-specific development; rather, it involves amendments to the Riverside County General Plan Circulation Element, Good Neighbor Policy and the Zoning Ordinance to comply with AB 98 requirements related to the County's proposed truck route network. The Project does not propose any physical road closures, modifications to lane capacities, or structural changes to intersection geometries that could impede the movement of emergency vehicles or public evacuation flows. Furthermore, the administrative routing designations would not conflict with any emergency evacuation routes or disaster response frameworks outlined in the Riverside County General Plan Safety Element or the LHMP. Minor signage installation would occur safely on existing shoulders or rights-of-way and would not block traffic lanes. Therefore, the proposed Project would not substantially impair an adopted emergency response or evacuation plan, and impacts would be less than significant.

*20(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?*

**Determination: Less than Significant Impact.**

The Project does not propose any construction. All roadways proposed to be designated as truck routes are presently constructed and open to traffic. No new unplanned roadways would have to be constructed to redistribute the truck traffic, and no existing roadways would have to be modified. The Project is a regulatory and administrative effort to manage truck routing configurations on existing, paved public roadways. It would not introduce new residential housing, commercial logistics facilities, or any habitable structures that would locate permanent "project occupants" within or adjacent to a classified SRA or VHFHSZ. Because the Project would not alter local vegetation, increase electrical grid demands, or introduce equipment capable of generating sparks or open flames in wildland settings, it would have no mechanism to exacerbate existing fire risks or accelerate the uncontrolled spread of a wildfire. Therefore, impacts would be less than significant.

*20(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?*

**Determination: Less than Significant Impact.**

The Project does not propose site-specific development; rather, it involves amendments to the Riverside County General Plan Circulation Element, Good Neighbor Policy and the Zoning Ordinance to comply with AB 98 requirements related to the County's proposed truck route network. The scope of the proposed Project is strictly regulatory and would not include the expansion of the electrical grid, the extension of utility lines, or the construction of new roads or physical facilities. The only physical component involved is the minor installation of roadside truck route signs within established public rights-of-way. This standard, low-impact signage work does not require the construction of supportive infrastructure such as fuel breaks, power poles, or water lines that could inadvertently exacerbate fire risks or trigger secondary environmental impacts. Therefore, impacts would be less than significant.

*20(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?*

**Determination: Less than Significant Impact.**

Post-fire hazards such as mudslides, downslope flooding, and debris flows typically occur when extensive grading or development destabilizes mountainous terrain or alters natural drainage basins. The proposed Project would not include any mass grading, excavation, hill-cutting, or land-clearing activities that could modify existing topography or interfere with local hydrology. Because the Project is limited to truck route designations and minor roadside sign placement on already developed rights-of-way, it would have no effect on post-fire slope stability or drainage patterns and would not expose people or structures to post-fire flooding or landslide risks. Therefore, impacts would be less than significant.

**MITIGATION MEASURES**

No mitigation is required.

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