Final Environmental Impact Report
SCH No. 2022120265

Oak Valley North
City of Calimesa, California

Lead Agency
City of Calimesa
Community Development – Planning Division
908 Park Avenue
Calimesa, CA 92320

Final Environmental Impact Report | August 29, 2024

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Lead Agency Discretionary Permits
General Plan Amendment No. 22-03 (GPA 22-03)
Zone Change 22-01 (ZC 22-01)/Specific Plan Area (SPA) 4
Tentative Parcel Map No. 38589 (TPM 38589)
Development Plan Reviews (DPR) 22-05 through 22-10
Conditional Use Permit (CUP) 22-02 through 22-04 and 22-06

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Acronyms and Abbreviations

Acronym	Definition
§	Section
§§	Sections
>	greater than
≥	greater than or equal to
24/7	24 hours per day, 7 days per week
a.m.	Ante Meridiem (between the hours of midnight and noon)
AAQS	Ambient Air Quality Standards
AB	Assembly Bill
AC	Acres
ACBCI THPO	Agua Caliente Band of Cahuilla Indians Tribal Historic Preservation Office
ACHP	Advisory Council on Historic Preservation
ACM	Alternative Calculation Method
ACMs	Asbestos Containing Materials
ACOE/Corps	Army Corps of Engineers
ACS	American Community Survey
A.D.	Anno Domini
ADT	Average Daily Traffic
AERMOD	Air Quality Dispersion Modeling
AFY	Acre Feet per Year
AIA	Airport Influence Area
AICUZ	Air Installation Compatible Use Zone
AIRFA	American Indian Religious Freedom Act
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
AMSL	Above Mean Sea Level
ANSI	American National Standards Institute
AOI	area of interest
A-P Act	Alquist-Priolo Earthquake Fault Zoning Act
APS	Alternative Planning Strategy
APN	Assessor Parcel Number
AQIA	Air Quality Impact Analysis
AQMP	Air Quality Management Plan
ARB	Air Reserve Base
ASTM	American Society of Testing and Materials
ASTs	Above ground storage tanks
Av.	Avenue

Acronyms and Abbreviations

Acronym	Definition
BAAQMD	Bay Area Air Quality Management District
BACM	Best Available Control Measure
BAU	Business as Usual
B.C.	Before Christ
bgs	Below ground surface
Blvd.	Boulevard
BMPs	Best Management Practices
BLM	Bureau of Land Management
BP	Business Park
BRTR	Biological Resources Technical Report
BSA	Biological Study Area
BRTR	Biological Resources Technical Report
BTS	backbone transmission system
BTU	British thermal unit
BUSD	Beaumont Unified School District
C&D	construction and demolition
C_2Cl_4	perchloroethylene
C_2F_6	Hexafluoroethane
C_2H_6	Ethane
C_2H_4O	acetaldehyde
C_4H_6	1,3-butadiene
C_6H_6	benzene
CA	California
CA MUTCD	California Manual on Uniform Traffic Control Devices
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAFE	Corporate Average Fuel Economy
CA H2 Net	California Hydrogen Highway Network
CalEEMod™	California Emissions Estimator Model
CalEnviroScreen	California Communities Environmental Health Screening Tool
CalEPA	California Environmental Protection Agency
CalFire	California Department of Forestry and Fire Protection
CALGreen	California Green Building Standards Code
Cal/OSHA	California Department of Industrial Relations Division of Occupational Safety and Health
Caltrans	California Department of Transportation
Calveno	California Vehicle Noise Emission Level
CAP	Climate Action Plan

Acronyms and Abbreviations

Acronym	Definition
CAPP	Community Air Protection Program
CAPCOA	California Air Pollution Control Officers Association
CAPSSA	Criteria Area Plant Species Survey Area
CARB	California Air Resources Board
CAPSA	Criteria Area Plant Survey Area
CARB	California Air Resources Board
CASSA	Criteria Area Species Survey Area
CASP	California Aviation System Plan
CASQUA	California Stormwater Quality Association
CAT	Climate Action Team
CAW	California American Water
CBC	California Building Code
CBSC	California Building Standards Code
CCR	California Code of Regulations
CCAA	California Clear Air Act
CDC	California Department of Conservation
CDD	Community Development Director
CDE	California Department of Education
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEPA	California Environmental Protection Agency
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CESA	California Endangered Species Act
CETAP	Community & Environmental Transportation Acceptability Process
CFC	California Fire Code
CFCs	Chlorofluorocarbons
cfd	cubic feet per day
CFD	Calimesa Fire Department
C_2F_6	Hexaflouroethane
CF_4	Tetraflouromethane
CF_3CH_2F	HFC-134a
CFGC	California Fish and Game Code
CFR	Code of Federal Regulations
CFS	Cubic Feet per Second
CGS	California Geologic Survey
CH	Conservation Habitat
C_2H_6	Ethane

Acronyms and Abbreviations

Acronym	Definition
CH_4	Methane
CH_3CHF_2	HFC-152a
CHF_3	HFC-23
CHHSL	California Human Health Screening Level
CHL	California Historical Landmark
CH_2O	formaldehyde
CH_3CF_2	1,1-difluoroethane
CH_2FCF	1,1,1,2-tetrafluoroethane
CHF_3	fluoroform
CHL	California Historical Landmark
CHMIRS	California Hazardous Material Incident Reporting System
CHP	combined heat and power
CHRIS	California Historic Resources Information System
CIWMB	California Integrated Waste Management Board
CLCA	California Land Conservation Act
CLUP	Comprehensive Land Use Plan
CMP	Congestion Management Program
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CNRA	California Natural Resources Agency
CO	Carbon Monoxide
COA	Condition of Approval
COG	Council of Governments
CO_2	Carbon Dioxide
CO_2e	Carbon Dioxide Equivalent
COH	coefficient of haze
COHb	carboxyhemoglobin
CPUC	California Public Utilities Commission
CRA	Cultural Resources Assessment
CRHR	California Register of Historical Resources
CRMP	Cultural Resource Monitoring Program
Cr(VI)	hexavalent chromium
CSS	cross-street stop
CTC	California Transportation Commission
CTP	Clean Truck Program
CTR	California Toxics Rule
CUP	Conditional Use Permit

Acronyms and Abbreviations

Acronym	Definition
CWA	Clean Water Act
CWC	California Water Code
CWL	California Watch List
CY	Cubic Yards
CZ	Change of Zone
dB	Decibel
dBA	A-weighted Decibels
DBESP	Determination of Biologically Equivalent or Superior Preservation
DEH	Department of Environmental Health
DHS	Department of Health Services
DIF	Development Impact Fee
DMV	Department of Motor Vehicles
DOE	Determination of Eligibility
DOF	Department of Finance
DOSH	Division of Occupational Safety and Health
DP	Development Permit
DPM	Diesel Particulate Matter
DPR	Development Plan Review
DRRP	Diesel Risk Reduction Plan
DTSC	Department of Toxic Substances Control
DU	Dwelling Unit
DU/AC	Dwelling units per acre
DWR	Department of Water Resources
EA	Existing plus Ambient Growth Conditions (without Project)
EAC	Existing plus Ambient plus Cumulative Conditions (without Project)
EAPC	Existing plus Ambient Growth plus Project Conditions plus Cumulative Conditions
E+A+P+C	Existing plus Ambient Growth plus Project Conditions plus Cumulative Conditions
EAP	Existing plus Ambient Growth plus Project Conditions
E+A+P	Existing plus Ambient Growth plus Project Conditions
EC	elemental carbon
ECS	Environmental Constraints Sheet
EIA	Energy Information Administration
EIR	Environmental Impact Report
EPCEMFAC	Emission Factor Model
EMWD	Eastern Municipal Water District
e/o	East of

Acronyms and Abbreviations

Acronym	Definition
EO	Executive Order
EP	Existing plus Project Conditions
E+P	Existing plus Project Conditions
EPA	Environmental Protection Agency
EPCRA	Emergency Planning and Community Right-To-Know Act
EPS	Emission Performance Standard
ESA	Environmental Site Assessment
ESFR	Early Suppression, Fast Response (fire sprinkler system)
et seq.	*et sequentia*, meaning "and the following"
ETW	equivalent test weight
EV	Electric Vehicle
F	Fahrenheit
FAA	Federal Aviation Administration
FAR	floor area ratio
FAR	Federal Aviation Regulations
FBMSMs	Facility Based Mobile Source Measures
FEIR	Final Environmental Impact Report
FEMA	Federal Emergency Management Agency
FERC	Federal Energy Regulatory Commission
FESA	Federal Endangered Species Act
FHSZ	Fire Hazard Severity Zone
FHWA	Federal Highway Administration
FIA	Fiscal Impact Analysis
FICON	Federal Interagency Committee on Noise
FIMA	Federal Insurance and Mitigation Administration
FIRM	Flood Insurance Rate Map
FMMP	Farmland Mapping and Monitoring Program
FPP	fire protection plan
FTA	Federal Transit Association
FY	Fiscal Year
G	Grazing Land
Gal	gallon
GBN	ground-based noise
GBV	ground-based vibration
GCC	Global Climate Change

Acronyms and Abbreviations

Acronym	Definition
Gg	Gigagrams
GHG	Greenhouse Gas
GIS	Geographic Information System
GISD	Geographic Information Services Database
GgCO2e	Gigagrams of carbon dioxide equivalent
g/L	grams per liter
GP	General Plan
GPA	General Plan Amendment
gpd	Gallons per Day
gpm	Gallons per minute
GPS	Global Positioning System
GSA	Groundwater Sustainability Agencies
GSP	Groundwater Sustainability Plans
GT&S	Gas Transmission and Storage
GVWR	Gross Vehicle Weight Rating
GWh	gigawatt hours
GWP	Global Warming Potential
H_2O	Water Vapor
HANS	Habitat Acquisition and Negotiation Strategy
HAPs	hazardous air pollutants
HCM	Highway Capacity Manual
HCP	Habitat Conservation Plan
HCS+	Highway Capacity Software Plus
HDV	Heavy-duty vehicles
HFCs	Hydrofluorocarbons
HET	High-Efficiency Toilet
HHDTs	heavy-heavy duty trucks
HI	Hazard Index
HMBEP	Hazardous Materials Business Emergency Plan
HMC	Hazard Management Consulting
HMMD	Hazardous Materials Management Division
HMMP	Hazardous Materials Management Plan
HMTA	Hazardous Materials Transportation Act
HMTAUSA	Hazardous Materials Transportation Uniform Safety Act
Hp	horsepower
HPLV	High Pressure Low Volume
HR	hour

Acronyms and Abbreviations

Acronym	Definition
HRA	Health Risk Assessment
HRI	Historical Resource Inventory
HSC	Health and Safety Code
HSWA	Hazardous and Solid Waste Amendments
HWCL	Hazardous Waste Control Law
HUC	Hydrologic Unit Code
HVAC	Heating, Ventilation, and Air Conditioning
Hz	hertz (cycles per second)
I	Interstate
i.e.	that is
IA	Implementing Agreement
IBC	International Building Code
ICU	Intersection Capacity utilization
ID	Identification
IE	Infrastructure Element
IEPR	Integrated Energy Policy Report
INCE	Institute of Noise Control Engineering
in/sec	inches per second
IPCC	Intergovernmental Panel on Climate Change
IRP	Installation Restoration Program
IS	Initial Study
ISO	California Independent Service Operator
ISO	International Organization for Standardization
ISTEA	Intermodal Surface Transportation Efficiency Act
ITE	Institute of Transportation Engineers
ITIP	Interregional Transportation Improvement Plan
ITP	incidental take permit
ITS	intelligent transportation systems
IWMA	Integrated Waste Management Act of 1989
IWMP	Integrated Waste Management Plan
JD	Jurisdictional Delineation
JPA	Joint Powers Authority
JPR	Joint Project Review
kBTU	kilo-British Thermal Units
kg	kilogram

Acronyms and Abbreviations

Acronym	Definition
kBTU	kilo-British thermal units
kWh	kilowatt-hour
L	Farmland of Local Importance
LACM	Natural History Museum of Los Angeles County
LAFCO	Local Agency Formation Commission
LBP	Lead based paint
lbs	pounds
lbs/day	pounds per day
LCA	Life-cycle analysis
LCD	liquid crystal display
LCFS	low carbon fuel standard
LDA	Light duty autos
LDT1	light duty trucks 1
LDT2	light duty trucks 2
LDV	Light duty vehicles
LED	light-emitting diode
Leq	equivalent continuous sound level
LHD	light-heavy duty trucks
LI	Light Industrial
Lmax	Maximum level measured over the time interval
Lmin	Maximum level measures over the time interval
LOS	Level of Service
LRA	local responsibility area
LSE	load-serving entities
LSSI	Library Systems and Services
LST	localized significance threshold
LSTs	Localized Significance Thresholds
LUST	Leaking Underground Storage Tank
Lw	reference sound power level
M^3	Cubic Meter
MACT	Maximum achievable control technology
MBTA	Migratory Bird Treaty Act
MC	Municipal Code
MEISC	maximally exposed individual school child
MEIR	maximally exposed individual receptor
MEIW	maximally exposed individual worker

Acronyms and Abbreviations

Acronym	Definition
mg	milligrams
MGD	million gallons per day
MH	medium-heavy duty truck
MHDT	medium-heavy duty truck
MICR	Maximum Individual Cancer Risk
M-M	Manufacturing Medium
MM	Mitigation Measure
MMcfd	million cubic feet per day
MMRP	Mitigation Monitoring and Reporting Program
MMTs	million metric tons
MMTCO2e	million metric tons of carbon dioxide equivalent
MND	Mitigated Negative Declaration
mpg	miles per gallon
Mph	Miles per hour
MPO	Metropolitan Planning Organization
MRZ	Mineral Resource Zone
MRZ-3	Mineral Resource Zone 3
MRF	Material Recovery Facility
MS4	Municipal Separate Storm Sewer System
MSHCP	Multiple Species Habitat Conservation Plan
MT	metric ton
MTCO2e	Metric Tons of Carbon Dioxide Equivalent
MUTCD	Manual on Uniform Traffic Control Devices
MWD	Metropolitan Water District of Southern California
MWELO	Model Efficient Landscape Ordinance
WMS	Modular Wetland System
N/A	Not Applicable
n/o	North of
N_2	Nitrogen
n.d.	no date
NAHC	Native American Heritage Commission
NAAQS	National Ambient Air Quality Standards
NAGPRA	Native American Graves Protection and Repatriation Act
NAIOP	Commercial Real Estate Association
NATA	National Air Toxic Assessment
NB	Northbound
NBR	northbound ramp

Acronyms and Abbreviations

Acronym	Definition
NCCP	Natural Community Conservation Planning
NCHRP	National Cooperative Highway Research Program
NDCs	nationally determined contributions
NEPSA	Narrow Endemic Plant Survey Area
NEPSSA	Narrow Endemic Plant Species Survey Area
NESHAP	National Emission Standards for Hazardous Air Pollutants
NF_6	sulfur hexafluoride
NFA	no further action
NFIP	National Flood Insurance Program
NHL	National Historic Landmark
NHP	National Register of Historic Places
NHPA	National Historic Preservation Act
NIOSH	National Institute for Occupational Safety and Health
NMFS	National Marine Fisheries Service
No.	Number
NO	Nitric Oxide
NO_2	Nitrogen Dioxide
NO_X	Nitrogen Oxides
N_2	Nitrogen
N_2O	Nitrous Oxide
NOP	Notice of Preparation
NPDES	National Pollutant Discharge Elimination System
n.p.	No page
NPA	No project alternative
NPDES	National Pollutant Discharge Elimination System
NPL	National Priorities List
NPPA	Native Plant Protection Act
NPS	National Park Service
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NRPM	Notice of Proposed Rule Making
NTR	National Toxics Rule
O_2	Oxygen
O_3	Ozone
OAG	Office of Attorney General
OD	Officially Designated
OEHHA	Office of Environmental Health Hazard Assessment

Acronyms and Abbreviations

Acronym	Definition
OHWM	Ordinary High-Water Mark
OHP	Office of Historic Preservation
OIH	Office of Industrial Hygiene
OPR	Office of Planning and Research
Ord.	Ordinance
OS	Open Space
OSHA	Occupational Safety and Health Assessment
OVNSP	Oak Valley North Specific Plan
P	Prime Farmland
P-WQMP	Preliminary Water Quality Management Plan
Pb	Lead
PCBs	Polychlorinated biphenyls
PCEs	Passenger Car Equivalents
pc/mi/ln	passenger cards per mile per lane
PDF	Project Design Feature
PEL	permissible exposure limit
PeMS	Caltrans' Performance System Website
PFCs	Perfluorocarbons
PG&E	Pacific Gas and Electric
PHF	peak hour factor
PHI	Points of Interest
p.m.	Post Meridiem (between the hours of noon and midnight)
PM	post meridiem (between the hours of noon and midnight)
PM	Particulate Matter
$PM_{2.5}$	Fine Particulate Matter (2.5 microns or smaller)
PM_{10}	Fine Particulate Matter (10 microns or smaller)
POU	publicly owned utilities
ppb	parts per billion
ppm	parts per million
pp.	pages
ppt	parts per trillion
PPV	peak particle velocity
PRC	Professional Regulation Commission
PRC	Public Resources Code
PRIMP	Paleontological Resource Impact Mitigation Program
PRPA	Paleontological Resources Preservation Act
PSE	Public Safety Element

Acronyms and Abbreviations

Acronym	Definition
PQP	Public/Quasi-Public
PV	photovoltaic
RCA	Regional Conservation Authority
RCDEH	Riverside County Department of Environmental Health
RCDWR	Riverside County Department of Waste Resources
RCFCWCD	Riverside County Flood Control and Water Conservation District
RCFD	Riverside County Fire Department
RCIT	Riverside County Information Technology
RCP	Reinforced Concrete Pipe
RCP	Regional Comprehensive Plan
RCPG	The SCAG Regional Comprehensive Plan and Guide
RCLS	Riverside County Library System
RCNM	Roadway Construction Noise Model
RCRA	Resource Conservation and Recovery Act
RCSD	Riverside County Sheriff's Department
RCTC	Riverside County Transportation Commission
Rd.	Road
REC	Recognized Environmental Concern
RECLAIM	Regional Clean Air Incentives Market
REL	Reference Exposure Level
REMEL	Reference Mean Emission Level
RGA	Recovered Government Archive
RH	Residential High
RHA	Rivers and Harbor Act of 1899
RHNA	Regional Housing Needs Assessment
RIVTAM	Riverside Transportation Analysis Model
RIX	Rapid Infiltration Extraction
RM	room(s)
RME	resource management element
RMM	Riverside Municipal Museum
RMP	Resource Management Plan
RMS	root mean square
ROG	reactive organic gases
ROGs	Reactive Organic Gasses
ROW	Right of Way
RPS	Renewable Portfolio Standards
RPW	Relative Permanent Water

Acronyms and Abbreviations

Acronym	Definition
RTIP	Regional Transportation Improvement Plan
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RV	Recreational Vehicle
RWQCB	Regional Water Quality Control Board
S	Farmland of Statewide Importance
SAA	Streambed Alteration Agreement
SARA	Superfund Amendments and Reauthorization Act
SAWPA	Santa Ana Watershed Project Authority
SB	Southbound
SB	Senate Bill
SBL/T	southbound left turn
SBR	southbound ramp
SBVMWD	San Bernardino Valley Municipal Water District
SCAB	South Coast Air Basin
SCAG	Sothern California Association of Governments
SCAQMD	Southern Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SCE	Southern California Edison
SCG	Southern California Gas Company (SoCalGas)
SCH	California State Clearinghouse (Office of Planning and Research)
SCS	Sustainable Communities Strategy
SDWA	Safe Drinking Water Act
SF_6	Sulfur Hexafluoride
s.f.	square-foot, square foot, square footage, or square feet
SF/s.f.	square foot or square feet
SFP	School Facilities Program
SFP	State fully protected
SGC	Strategic Growth Council
SGMA	Sustainable Groundwater Management Act
SGPWA	San Gorgonio Pass Water Agency
SHA	Safe Harbor Agreement
SHMA	Seismic Hazards Mapping Act
SHPOs	State Historic Preservation Officers
SHRC	State Historical Resources Commission
SHS	State Highway System

Acronyms and Abbreviations

Acronym	Definition
SIP	State Implementation Plan
SKR	Stephens' Kangaroo Rat
SLCP	Short-Lived Climate Pollutants
SLF	Sacred Lands File
SLPS	Short-Lived Climate Pollutant Strategy
SMARA	Surface Mining Reclamation Act
SMP	soil management plan
SNUR	Significant New Use Rule
s/o	south of
SO_2	Sulfur Dioxide
SO_4	Sulfates
SO_X	Sulfur Oxides
SOC	Statement of Overriding Considerations
SoCal	Southern California
SoCal Gas	Southern California Gas Company
SOI	Sphere of Influence
SOC	Statement of Overriding Considerations
SP	Specific Plan
SPA	Specific Plan Amendment
SPT	Standard Penetration Test
SQG	small quantity generator
SR	State Route
SRA	Source Receptor Area
SRA	State Responsibility Area
SRRE	Source Reduction and Recycling Element
SSC	Species of Special Concern
St.	Street
STC	Sound Transmission Class
STIP	Statewide Transportation Improvement Plan
STU	students
SURRGO	Soil Survey Geographic
SUSMP	Standard Urban Stormwater Management Plan
SWH	solar water heaters
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Regional Control Board
TA	Transportation Analysis
TAC	Toxic Air Contaminants

Acronyms and Abbreviations

Acronym	Definition
TAZ	traffic analysis zone
TBD	To be determined
TDA	Transportation Development Act
TEA-21	Transportation Equality Act for 21st Century
TIA	Traffic Impact Analysis
TNW	Traditional Navigable Water
TPA	Transit Priority Area
TPD	tons per day
TPM	Tentative Parcel Map
TRUs	Transportation Refrigeration Units
tpy	tons per year
TS	Traffic Signal
TSCA	Toxic Substances Control Act
TSCEA	Toxic Substance Control Act
TSF	Thousand Square Feet
TTM	Tentative Tract Map
TUMF	Transportation Uniform Mitigation Fee
U	Unique Farmland
µg	microgram
UBC	Uniform Building Code
UNFCCC	United Nations' Framework Convention on Climate Change
URBEMIS	URBan EMISsions
U.S.	United States
USACE	United States Army Corps of Engineers
U.S.C.	United States Code
USCB	United States Census Bureau
USDA	U.S. Department of Agriculture
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
USGS	United Stated Geological Society
USACE	United States Army Corps of Engineers
USTs	Underground storage tanks
UWMP	Urban Water Management Plan
V/C	Volume to Capacity Ratio
VdB	vibration decibel notation
VFP	Vehicle Fueling Positions

Acronyms and Abbreviations

Acronym	Definition
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	Vehicle Miles Traveled
VOCs	Volatile Organic Compounds
VPH	Vehicles per Hour
w/	with
WDR	Water Discharge Report
WDRs	Waste Discharge Requirements
WMI	Watershed Management Initiative
WMWD	Western Municipal Water District
w/o	West of
WoUS	Waters of the United States
WoS	Waters of the State
WQC	Water Quality Certification Program
WQMP	Water Quality Management Plan
WRCOG	Western Riverside Council of Governments
WRF	Water Reclamation Facility
WRI	World Resources Institute
WRP	Water Reclamation Plan
WRRA	Water Reuse and Recycle Act
WSA	Water Supply Assessment
WUI	wildland-urban interface
YSMN	Yuhaaviatam of San Manuel Nation Cultural Resources Management Department
YVWD	Yucaipa Valley Water District
X	Other Land
YBP	Years before Present
yr	year
ZC	Zone change
ZORI	Zones of Required Investigation

F.0 Final Environmental Impact Report

F.1 Introduction

This Final Environmental Impact Report (FEIR) was prepared in accordance with the California Environmental Quality Act (CEQA) as amended (Public Resources Code Section 21000 *et seq.*) and CEQA Guidelines (Title 14, California Code of Regulations, Section 15000 *et seq.*).

According to CEQA Guidelines Section 15132, the FEIR shall consist of:

a. The Draft EIR (DEIR) or a revision of the draft;

b. Comments and recommendations received on the DEIR either verbatim or in summary;

c. A list of persons, organizations, and public agencies commenting on the DEIR;

d. The responses of the Lead Agency to significant environmental points raised in the review and consultation process; and

e. Any other information added by the Lead Agency.

In accordance with the above-listed requirements, this FEIR for the Oak Valley North Project (hereafter, the "Project") and associated discretionary and administrative actions, consists of the following:

a. Comment letters and responses to public comment; and

b. The circulated Oak Valley North DEIR and Technical Appendices, SCH No. 2022120265, with additions shown as <u>underlined text</u> and deletions shown as ~~stricken text~~ (refer to Subsection F.3, *Additions, Corrections, and Revisions to the Draft EIR*, for a summary of changes made to the EIR since the DEIR was circulated for public review).

This FEIR document was prepared in accordance with CEQA and the CEQA Guidelines and represents the independent judgment of the CEQA Lead Agency (City of Calimesa).

F.2 Responses to DEIR Comments

The City of Calimesa received 26 comment letters in response to the DEIR plus an additional two comment letters received after the close of the DEIR's public review period. A list of the agencies, organizations, and persons that submitted comments on the DEIR is presented in Table F-1, *Organizations and Public Agencies that Commented on the DEIR*.

F.2.1 CEQA Requirements

CEQA Guidelines Section 15088 requires the Lead Agency (City of Calimesa) to evaluate comments received from public agencies and interested parties who reviewed the DEIR and to provide written responses with good faith and reasoned analysis to comments that relate to significant environmental issues.

Table F-1 Organizations and Public Agencies that Commented on the DEIR

Comment Letter	Commenting Party	Date
A.	California Highway Patrol (Gilbert Campa)	April 24, 2024
B.	California Air Resources Board (Matthew O'Donnell)	May 1, 2024
C.	California Department of Water Resources (Daman Badyal)	April 15, 2024
D.	South Coast Air Quality Management District (Sahar Ghadimi)	April 9, 2024
E.	South Coast Air Quality Management District (Sam Wang)	May 2, 2024
F.	City of Beaumont (Robert Vestal)	April 5, 2024
G.	Riverside County Flood Control and Water Conservation District (Amy McNeill)	April 16, 2024
H.	Riverside Transit Authority (Mauricio Alvarez)	April 9, 2024
I.	Southern California Gas Company (Josh Rubal)	April 4, 2024
J.	Golden State Environmental Justice (Gary Ho)	May 3, 2024
K.	Advocates for the Environment	May 10, 2024*
L.	Oswit Land Trust (Jane Garrison)	May 6, 2024
M.	Science & Collaboration for Connected Wildlands (Kristeen Penrod)	May 6, 2024
N.	Adam Salcido	May 6, 2024
O.	Brenda Collins	May 2, 2024
P.	David Zaitz	May 5 & 6, 2024
Q.	Debra Le Long	(Undated)
R.	Donna Littlefield	May 3, 2024
S.	James Wright	May 4, 2024
T.	Jennifer (iffer2500)	May 5, 2024
U.	Joan Fritz	April 17, 2024
V.	John Gates	May 3, 2024
W.	Marlene Davis	March 27, 2024
X.	Richard and Jaunita Gamez	April 16, 2024
Y.	Ron Roy	May 6, 2024
Z.	Sage Porter	May 6, 2024
AA.	Terry Littlefield	May 5, 2024
BB.	United States Fish and Wildlife Service/California Department of Fish and Wildlife	August 9, 2024*

*Comment letter received after the close of the public review period for the Project's DEIR, which concluded on May 6, 2024.

CEQA Guidelines Section 15204(a) outlines the parameters for public agencies and interested parties to submit comments and the Lead Agency's responsibility for responding to specific comments. Per CEQA Guidelines Section 15204(a), comments should be related to:

> *[T]he sufficiency of the document in identifying and analyzing possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated. Comments are most helpful when they suggest additional specific alternatives or mitigation measures that would provide better ways to avoid or mitigate the significant environmental effects. At the same time, reviewers should be aware that the adequacy of an EIR is determined in terms of what is reasonably feasible…CEQA does not require a lead agency to conduct every test or perform all research, study, and experimentation recommended or suggested by commenters. When responding to comments, lead agencies need only respond to*

significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR.

CEQA Guidelines Section 15204(c) further advises that, "[r]eviewers should explain the basis for their comments, and should submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to CEQA Guidelines Section 15064, an effect shall not be considered significant in the absence of substantial evidence." Additionally, CEQA Guidelines Section 15204(d) notes that, "[e]ach responsible agency and trustee agency shall focus its comments on environmental information germane to that agency's statutory responsibility;" but, pursuant to CEQA Guidelines Section 15204(e), "[t]his section shall not be used to restrict the ability of reviewers to comment on the general adequacy of a document or of the lead agency to reject comments not focused as recommended by this section [CEQA Guidelines Section 15204]."

Per CEQA Guidelines Section 15088(c), the level of detail contained in the response may correspond to the level of detail provided in the comment: "A general response may be appropriate when a comment does not contain or specifically refer to readily available information or does not explain the relevance of evidence submitted with the comment."

F.2.2 Responses to DEIR Comments

Copies of the comment letters referenced in Table F-1 are provided on the following pages, followed by responses to each substantive comment. CEQA Guidelines Section 15088.5 requires recirculation when "significant" new information is added to an EIR, meaning the EIR is changed in a way that deprives the public of a meaningful opportunity to comment on a substantial adverse environmental effect or a feasible way to avoid such an effect, including a feasible project alternative that the applicant declines to implement. "Significant" new information requiring recirculation includes (1) a new significant environmental impact; (2) a substantial increase in the severity of an environmental impact; (3) a feasible project alternative or mitigation measure that would clearly lessen the significant environmental impacts of the project, but the applicant declines to adopt it; or (4) a fundamentally and basically inadequate and conclusory Draft EIR (CEQA Guidelines Section 15088.5; see also, *Laurel Heights Improvement Assn. v. Regents of University of California* [1993] 6 Cal. 4th 1112). None of the responses to the comment letters submitted to the City of Calimesa (Lead Agency) required the addition of significant new information to the DEIR or otherwise meet the requirements of CEQA Guidelines Section 15088.5. Instead, these responses to comments supplement the DEIR's analysis of the same potentially significant impacts already disclosed therein. Therefore, recirculation is not required (refer also to Subsection F.4).

Comment Letter A

From: Campa, Gilbert@CHP <GCampa@chp.ca.gov>
Sent: Wednesday, April 24, 2024 10:00 AM
To: CHP-EIR <EIR@chp.ca.gov>; Harris, Dejuan@CHP <DHarris@chp.ca.gov>; Rusk, Steven@CHP <SRusk@chp.ca.gov>; state.clearinghouse@opr.ca.gov <state.clearinghouse@opr.ca.gov>; Kelly Lucia <klucia@cityofcalimesa.net>
Cc: Long, Kevin@CHP <Kevin.Long@chp.ca.gov>; Abrahams, Kristen@CHP <Kristen.Abrahams@chp.ca.gov>
Subject: RE: Environmental Document Review – SCH # 2022120265 – Due to Lead Agency by 5/6/2024

Good afternoon,

The California Highway Patrol (CHP) San Gorgonio Pass Area recently received a "Notice of Preparation" environmental impact document for the proposed "Oak Valley North" project from the State Clearinghouse (SCH), no. 2022120265. The CHPs interest in commenting surrounds our concerns for the safe and legal operation of heavy trucks in this generally urban environment. Heavy truck traffic on local roadways and freeways will increase as materials and products are transported to and from these four warehouse locations and trailer lots. A-1 A-2

Our concerns relate to the proposed construction of hundreds of family residential units and four warehouse building locations able to accommodate several hundred commercial vehicle combinations, as well as two proposed trailer lots able to accommodate commercial vehicle combinations. The proposed project is located just north of Interstate 10 and the sole exit to Singleton Road, a one-lane offramp from westbound Interstate 10. Commercial and passenger vehicle traffic backing up onto the mainline of westbound Interstate 10 from the Singleton Road offramp could have a negative impact on our operations due to the increased traffic congestion, which could necessitate the need for additional traffic control measures to mitigate the potential increase in traffic crashes within our jurisdiction. A-3

Respectfully,

Gil Campa | Captain
Commander
California Highway Patrol – San Gorgonio Pass Area
Office: (951) 846-5300
Email: gcampa@chp.ca.gov

From: CHP-EIR <EIR@chp.ca.gov>
Sent: Tuesday, April 23, 2024 2:42 PM
To: Harris, Dejuan@CHP <DHarris@chp.ca.gov>; Rusk, Steven@CHP <SRusk@chp.ca.gov>; Campa, Gilbert@CHP <GCampa@chp.ca.gov>
Cc: Long, Kevin@CHP <Kevin.Long@chp.ca.gov>; Abrahams, Kristen@CHP <Kristen.Abrahams@chp.ca.gov>
Subject: Environmental Document Review – SCH # 2022120265 – Due to Lead Agency by 5/6/2024

Good afternoon,

Special Projects Section (SPS) recently received the referenced Notice of Environmental Impact document from the State Clearinghouse (SCH) outlined in the following Web site:

Oak Valley North (ca.gov)

Due to the project's geographical proximity, please use the attached checklist to assess its potential impact to local operations and public safety. **If impact is determined**, responses should be e-mailed directly to the Lead Agency with cc to SCH and myself. **If there is no impact**, please do not include SCH or the Lead Agency in your response.

For more information on the EIR review process, please check out: Power Point Commanders EIR Training.pptx (sharepoint.com).

Please feel free to e-mail me if you have any questions.

Thank you,

Kristen Abrahams (Lange), AGPA
Special Projects Section, Transportation Planning Unit
CHP Headquarters
601 N. 7th Street
Sacramento, CA 95811
Office: (916) 843-3370
Direct: (916) 843-3386

Letter A Responses to Comments from California Highway Patrol

A-1 The commenter acknowledges receipt of the NOP. This comment is acknowledged. No further response is required.

A-2 The commenter states that their interest in commenting surrounds their concerns regarding heavy truck traffic on the local roadways. This comment is acknowledged; please refer to the response to Comment A-3.

A-3 The commenter expresses a concern over the Project's proximity to Interstate 10 (I-10) and the potential effects the Project may have on the interchange at Singleton Road, including impacts due to traffic congestion and the potential need for additional traffic control measures to address traffic-related safety hazards. With respect to the Project's potential to cause or contribute to congestion at the I-10 interchange at Singleton Road, pursuant to CEQA Guidelines Section 15064.3(a), "…a project's effect on automobile delay shall not constitute a significant environmental impact." As such, and with exception of potential safety hazards (which are discussed in further detail below), the Project's potential contribution to congestion at the I-10 at Singleton Road would not comprise a significant impact under CEQA. There are near-term improvements to the I-10 interchange at Singleton Road that the City is managing. These improvements include the addition of eastbound and westbound on ramps, the signalizations at the eastbound and westbound ramp junctions at Singleton Road, as well as the realignment and signalization of Calimesa Boulevard at Singleton Road. These improvements will be required to be completed prior to the release of the Project's certificates of occupancy.

The commenter's speculation regarding a potential increase in traffic crashes due to Project traffic contributions is noted. The commenter provides no evidence supporting this speculative comment. The potential for Project traffic to result in hazardous conditions due to incompatible transportation modes and/or hazardous design are addressed in the DEIR: "Although the truck trips that would be generated by the Project have the potential to conflict with traffic related to residential and school uses, the Project's truck traffic would be routed directly to the I-10 via Calimesa Boulevard and the on-ramps located along Singleton Road and Cherry Valley Boulevard, and Project-related truck trips would be directed away from residential streets. As such, the Project would not result in increased hazards to transportation as a result of incompatible uses, and impacts due to incompatible uses would be less than significant" (DEIR p. 4.17-32, et al.). Further, placing a similar facility further away from the freeway would not lessen any potential conflicts at the freeway on/ off ramps since the vehicles (both project related and non-project-related) would continue to travel to this location.

The I-10 at Singleton Road on/off ramps improvements noted previously would act to minimize congestion and minimize potential traffic accidents attributable to congested conditions. Additionally, the City, through established design and development review processes, ensures that developments do not introduce inefficient or unsafe transportation system or traffic improvements. Established traffic safety designs and design protocols employed by the City routinely include: California Manual on Uniform Traffic Control Devices (CAMUTCD); Highway Design Manual; the

AASHTO Policy on Geometric Design of Highways and Streets; Caltrans Standard Plans and Standard Specifications; and City Standard Drawings.

Based on the preceding, the City of Calimesa considers the Project's TA to adequately and accurately evaluate and address the Project's LOS effects on the area roadway system. As noted above, LOS deficiencies are not a CEQA consideration. Additionally, based on the preceding, substantial evidence presented in the DEIR, and the whole record before the City of Calimesa, the City of Calimesa has determined that Project traffic would not contribute to or result in potentially significant traffic hazards, or hazardous travel conditions. As this comment does not affect any of the findings or conclusions of the DEIR, no revisions to the DEIR are warranted pursuant to this comment.

Comment Letter B

CALIFORNIA AIR RESOURCES BOARD

Gavin Newsom, Governor
Yana Garcia, CalEPA Secretary
Liane M. Randolph, Chair

May 1, 2024

Kelly Lucia
Planning Director
City of Calimesa
908 Park Avenue
Calimesa, California 92320
klucia@cityofcalimesa.net

Sent via email

Dear Kelly Lucia:

Thank you for providing the California Air Resources Board (CARB) with the opportunity to comment on the Oak Valley North (Project) Draft Environmental Impact Report (DEIR), State Clearinghouse No. 2022120265. The Project is proposed within the City of Calimesa California (City), which is the lead agency for California Environmental Quality Act (CEQA) purposes. B-1

Project Description and Background

The Project proposes the construction and operation of four warehouse buildings totaling 982,232 square feet and approximately 37 acres of truck and trailer storage, and up to 223 residential units on approximately 111 acres. Alternatively, a 1,200-seat church could be constructed within the residential planning area of the Project site. Once fully built out, the proposed Project would result in up to 7,146 daily vehicle trips along local roadways, including 2,251 daily truck trips.[1] B-2

CARB submitted a comment letter, which is attached to this letter, on the Notice of Preparation (NOP) for the DEIR released in July 2023. CARB's comments dated August 17, 2023, highlighted the need for preparing a health risk assessment (HRA) for the Project and encouraged the City and applicant to implement all existing and emerging zero-emission technologies to minimize exposure to diesel particulate matter (diesel PM) and oxides of nitrogen (NOx) emissions for all neighboring communities, and to minimize the greenhouse gases that contribute to climate change. Due to the Project's proximity to residences already burdened by multiple sources of pollution, CARB's comments expressed concerns with the potential cumulative health risks associated with the construction and operation of the Project. B-3

[1] City of Calimesa. Oak Valley North Draft Environmental Impact Report. Page 3-65. Table 3-5. Accessible at: *https://files.ceqanet.opr.ca.gov/283819-3/attachment/jMBQ_7fH_wcDVmZVJznFznjWxU244SYPpVTCdchmXqFrozm6B2sZo8e48TGqsaIT6b9I4Omvs6uaQVli0* B-4

Industrial facilities, like the facilities described in the Project, can result in high volumes of heavy-duty diesel truck traffic, and operation of on-site equipment (e.g., forklifts and yard tractors) that emit toxic diesel emissions, and contribute to regional air pollution and global climate change.[2] To better address regional air pollution and global climate change, Governor Gavin Newsom signed Executive Order N-79-20 on September 23, 2020. The Executive Order states: "It shall be a goal of the State that 100% of in-state sales of new passenger cars and trucks will be zero-emission by 2035. It shall be a further goal of the State that 100% of medium and heavy-duty vehicles in the State be zero-emission by 2045 for all operations where feasible and by 2035 for drayage trucks. It shall be further a goal of the State to transition to 100% zero-emission off-road vehicles and equipment by 2035 where feasible." The Executive Order further directs the development of regulations to help meet these goals. To ensure that lead agencies, like the City, stay in step with evolving scientific knowledge to protect public health from adverse air quality and greenhouse gas impacts from the transportation sector, which serves as the basis of the Governor's Executive Order N-79-20, CARB staff urges the City to plan for the use of zero-emission technologies within the Project area as described in this letter.

B-5

It is Unclear Whether the Proposed Warehouses Uses Include Cold Storage

The air pollutant emissions reported in the DEIR were estimated under the assumption that the proposed industrial development would be used for either high-cube warehouse uses, or high-cube hub warehouse uses. Since the Project description in the DEIR did not explicitly state that none of the proposed 982,232 square feet of warehouse space would include cold storage space, there is a possibility that trucks and trailers visiting the Project site would be equipped with transport refrigeration units (TRU).

B-6

As previously mentioned in CARB's letter on the NOP, TRUs on trucks and trailers could emit large quantities of diesel exhaust while operating within the Project site. Residences and other sensitive receptors (e.g., daycare facilities, senior care facilities, and schools) located near where these TRUs could be operating would be exposed to diesel emissions that would result in significant cancer risk. CARB urges the applicant and the City to revise the DEIR to clearly define the Project's description, so the public can fully understand the potential environmental effects of the Project on their communities. If the Project will not be used for cold storage, CARB urges the City to include one of the following design measures in the Final Environmental Impact Report (FEIR):

B-7

[2] With regard to greenhouse gas emissions from this project, CARB has been clear that local governments and project proponents have a responsibility to properly mitigate these impacts. CARB's guidance, set out in detail in the Scoping Plan issued in 2022, explains that in CARB's expert view, local mitigation is critical to achieving climate goals and reducing greenhouse gases below levels of significance. CARB's 2022 Scoping Plan for Achieving Carbon Neutrality, published November 16, 2022, is available at https://ww2.arb.ca.gov/sites/default/files/2022-12/2022-sp_1.pdf

B-8

- A Project design measure requiring contractual language in tenant lease agreements that prohibits tenants from operating diesel-powered TRUs within the Project site; or
- A condition requiring a restrictive covenant over the parcel that prohibits the applicant's use of diesel-powered TRUs on the property unless the applicant seeks and receives an amendment to its conditional use permit allowing such use.

B-7 (CONT.)

If the City does allow TRUs within the Project site, CARB urges the City to model air pollutant emissions from on-site TRUs in the FEIR, and to include potential air quality and cancer risk impacts from on-site TRUs in the Project's air quality analysis and HRA, respectively.

B-9

The DEIR May Have Used Inappropriate Trip Lengths When Modeling the Project's Air Quality Impacts from Mobile Sources

The City may have underestimated mobile source air pollutant emissions in the DEIR by relying on unrealistic truck trip lengths. The Project's operational air pollutant emissions are presented in Section 4.3 (Air Quality) of the DEIR and modeled in Appendix C (Air Quality Impact Analysis). Based on CARB's review of the Project's air quality analysis, the City assumed a truck trip length of 15.3 miles for light heavy-duty trucks, 14.2 miles for medium heavy-duty trucks, and 39.9 miles for heavy heavy-duty trucks.[3] The City states in Appendix C (Air quality Impact Analysis) of the DEIR that these trip distances are consistent with the South Coast Air Quality Management District's (SCAQMD) guidance. SCAQMD derived these trip lengths using information from California Association of Governments (SCAG) Heavy Duty Truck Regional Travel Demand Model.[4] The SCAG's 2016 Regional Transportation Plan includes many short trips in the Los Angeles Region that do not fully reflect the truck trip distances for the Project. Furthermore, the Project is located approximately 92 miles from the Ports of Long Beach and Los Angeles, more than twice the distance used to model Project's mobile emissions in the DEIR. Since trucks serving the Project may originate from the Ports of Long Beach and Los Angeles or other regions further than 39.9 miles, CARB urges the City to use Project-specific truck trip distances in their air quality impact analysis. Unless the City re-evaluates or provides substantiation for the designated truck trip lengths, the Project should include a mitigation measure or project design feature that restricts trucks from traveling a distance greater than what was analyzed in the DEIR.

B-10

[3] City of Calimesa. Oak Valley North Draft Environmental Impact Report. Appendix C. Page 53. Accessible at: *https://files.ceqanet.opr.ca.gov/283819-3/attachment/W6m2sy-AG_EDId0SzxkVVfFfmC1pHAkJblAMOl71wkgjqUJRscBnfLM9cq23d0y8maarj4hJlj-frETf0*

[4] South Coast Air Quality Management District. WAIRE Implementation Guidelines. June 2021. Accessible at: *https://www.aqmd.gov/docs/default-source/planning/fbmsm-docs/waire-implementation-guidelines.pdf?sfvrsn=12*

B-11

The City Must Provide More Meaningful Mitigation Measures to Reduce the Project's Significant and Unavoidable Impact on Air Quality

The City concluded in Chapter 4.3 (Air Quality) of the DEIR that the operation of the Project would result in a significant impact on air quality. According to Table 4.3-20 (Summary of Peak Operational Emissions - Scenario 1), Table 4.3-21 (Summary of Peak Operational Emissions - Scenario 2), and Table 4.3-22 (Summary of Peak Operational Land Use - Scenario 3, the operation of the Project would emit organic compounds (VOC) as high as 116 pounds per day, oxides of nitrogen (NOx) as high as 211 pounds per day, carbon monoxide (CO) as high as 573 pounds per day, particulate matter less than 10 microns in size (PM10) as high as 187 pounds per day, and particulate matter less than 2.5 microns in size (PM2.5) as high as 62 pounds per day, which were all found to exceed the SCAQMD's significance threshold and would result in a significant impact on air quality.[5] To mitigate the Project's operational air quality impacts, the DEIR included eight mitigation measures (MM 4.3-1 through MM 4.3-8), which included requiring renewable energy on-site, installation of 14 truck charging stations and electric vehicle charging stations, all on-site cargo handling equipment to be zero-emission, and all medium heavy-duty and medium heavy-duty trucks serving the Project to be equipped with 2010 or newer engines.

B-12

The City should not exclusively rely on existing rules and regulations to mitigate the Project's air quality impacts from the operation of heavy-duty trucks. MM 4.3-8 includes a requirement that all "Facility operators shall maintain records of their fleet equipment and ensure that all diesel fueled Medium-Heavy Duty Trucks ("MHDT") and Heavy-Heavy Duty Trucks ("HHD") accessing the site use year CARB 2010 or newer engines."[6] This requirement under MM 4.3-8 is nearly identical to CARB's Truck and Bus Regulation, which requires trucks, by law, to have 2010 or newer model year engines by January 1, 2023.[7] Once the Project is fully operational in the year 2027, trucks with a model year of 2009 or older would already have been required to comply with the regulation. Compliance with laws and regulations does not represent mitigation of the Project's impact on air quality.

B-13

To reduce the Project's operational VOC, NOx, CO, PM10, and PM2.5 emissions, CARB urges the City to include a measure that requires all heavy-duty trucks to be zero-emission and to install on-site infrastructure to support those zero-emission trucks. As presented

B-14

[5] City of Calimesa. Oak Valley North Draft Environmental Impact Report. Pages 4.3-62 through 4.3-64. Tables 4.3-20 through 4.3-22. Accessible at: *https://files.ceqanet.opr.ca.gov/283819-3/attachment/W6m2sy-AG_EDId0SzkVVfFfmC1pHAkJblAMOI71wkgjqUJRscBnfLM9cq23d0y8maarj4hJlj-frETf0*

[6] City of Calimesa. Oak Valley North Draft Environmental Impact Report. Pages 4.3-91. Accessible at: *jMBQ_7fH_wcDVmZVJznFznjWxU244SYPpVTCdchmXqFrozm6B2sZo8e48TGqsaIT6b9I4Omvs6uaQVli0 (ca.gov)*

[7] CARB. Truck and Bus Regulation Compliance Requirement Overview. June 18, 2019. Accessible at https://ww3.arb.ca.gov/msprog/onrdiesel/documents/fsregsum.pdf

B-15

below, CARB has many regulations that promote and eventually require the use of zero-emission trucks at freight facilities, such as the proposed Project. Specifically, the Advanced Clean Fleet Regulation would require all drayage trucks in California to be zero-emission by 2035. To support trucks serving the Project that are already complying with the Advanced Clean Fleets regulation, CARB urges the City to require the infrastructure to support on-site zero-emission trucks at the start of Project operations. A list of commercially-available zero-emission trucks can be obtained from the Hybrid and Zero-emission Truck and Bus Voucher Incentive Project (HVIP).[8] The HVIP is a part of California Climate Investments to incentivize the purchase of zero-emission trucks. Based on CARB's review of the zero-emission trucks listed in the HVIP, there are commercially available electric trucks that can meet the cargo transportation needs of individual industrial uses proposed in the City today. CARB has implemented or is developing regulations that will require the use of zero-emission trucks.

B-14 (CONT.)

The list below details the CARB regulations that will result in the reduction of diesel PM and NOx emissions from trucks within California:

- **Drayage Truck Regulation:** The existing Drayage Truck Regulation requires all drayage trucks to operate with an engine that is a 2007 model year or newer.
- **Truck and Bus Regulation:** The Truck and Bus Regulation requires all trucks, including drayage, to have 2010 or newer model year engines by January 1, 2023.
- **Heavy-Duty Low-NOx Omnibus Rule:** The Heavy-Duty Low-NOx Omnibus Rule requires truck emission standards to be reduced from 0.20 to 0.05 grams per brake horsepower-hour (g/bhp-hr) from 2024 to 2026, and to 0.02 g/bhp-hr in 2027.
- **Advanced Clean Trucks Regulation:** The Advanced Clean Trucks Regulation, approved by CARB on June 25, 2020, requires manufacturers to start the transition from diesel trucks and vans to zero-emission trucks beginning in 2024. The rule is expected to result in about 100,000 zero-emission trucks in California by the end of 2030 and about 300,000 by 2035. The Advanced Clean Trucks regulation is part of CARB's overall approach to accelerate a large-scale transition to zero-emission medium-and heavy-duty vehicles. CARB approved amendments to the Advanced Clean Trucks regulation in March 2021; the amendments help ensure that more zero-emission vehicles are brought to market. CARB directed staff to ensure that fleets, businesses, and public entities that own or direct the operation of medium- and heavy-duty vehicles in California purchase and operate zero-emission vehicles (ZEV) to achieve a smooth transition to ZEV fleets by 2045 everywhere feasible, and specifically to reach:
    - 100% zero-emission drayage trucks, last mile delivery, and government fleets by 2035

B-16

[8] Zero-Emission Truck and Bus Voucher Incentive Project. Accessible at: *https://californiahvip.org/*

B-17

- 100% zero-emission refuse trucks and local buses by 2040
- 100% zero-emission capable utility fleets by 2040

- **Advanced Clean Fleets Regulation:** The Advanced Clean Fleets Regulation is part of CARB's overall strategy to accelerate a large-scale transition to zero-emission medium- and heavy-duty vehicles. This regulation works in conjunction with the Advanced Clean Trucks regulation. The regulation applies to trucks performing drayage operations at seaports and railyards, fleets owned by State, local, and federal government agencies, and high priority fleets. High priority fleets are those entities that own, operate, or direct at least one vehicle in California, and that have either $50 million or more in gross annual revenue, or that own, operate, or have common ownership or control of a total of 50 or more vehicles. The regulation affects medium- and heavy-duty on-road vehicles with a gross vehicle weight rating greater than 8,500 pounds, off-road yard tractors, and light-duty mail and package delivery vehicles. All drayage trucks entering seaports and intermodal railyards would be required to be zero-emission by 2035.

With the implementation of the regulations listed above, specifically the Advanced Clean Trucks Regulation, tenants at the proposed development must begin the transition from diesel trucks and vans to zero-emission trucks. To protect the air quality of the residences near the Project site, CARB urges the City to include contractual language in tenant lease agreements requiring future tenants to use zero-emission trucks during their operation in the FEIR.

B-16 (CONT.)

Conclusion

CARB is concerned about the potential public health impacts should the City approve the Project. To fully assess the Project's impact on neighboring communities, the City must specify whether or not the proposed Project would be used for cold storage and use Project-specific truck trip distances when modeling the Project's air quality impacts. Lastly, CARB urges the City to include a mitigation measure or project design measure that requires trucks serving the Project to be zero-emission.

B-18

CARB appreciates the opportunity to comment on the DEIR for the Project. Given the breadth and scope of projects subject to CEQA review throughout California that have air quality and greenhouse gas impacts, coupled with CARB's limited staff resources to substantively respond to all issues associated with a project, CARB must prioritize its substantive comments here based on staff time, resources, and its assessment of impacts. CARB's deliberate decision to substantively comment on some issues does not constitute an admission or concession that it substantively agrees with the lead agency's findings and conclusions on any issues on which CARB does not substantively submit comments.

CARB staff can provide assistance with zero-emission technologies and emission reduction strategies, as needed. Please include CARB on your list of selected State agencies that will

B-19

receive the FEIR. If you have questions, please contact Stanley Armstrong, Air Pollution Specialist via email at *stanley.armstrong@arb.ca.gov*.

B-19
(CONT.)

Sincerely,

Matthew O'Donnell, Chief, Risk Reduction Branch

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Letter B Responses to Comments from California Air Resources Board

B-1 The commenter makes introductory remarks; no response is required.

B-2 The commenter provides a summary of the proposed Project and identifies the number of vehicle trips that would be associated with the Project. This comment accurately describes the land uses proposed as part of the Project and the maximum number of passenger vehicle and truck trips associated with the Project; however, this comment inaccurately states the acreage associated with the Project's proposed residential/church uses, which are proposed on 11.2 acres (and not "111 acres" as noted by this comment). No further response is required.

B-3 The commenter summarizes concerns and suggestions that the commenter previously discussed in the California Air Resources Board's (CARB's) comment letter on the Project's Notice of Preparation (NOP) for the Project's Draft Environmental Impact Report (DEIR). CARB's comments on the Project's NOP were considered during the preparation of the Project's EIR, a Project-specific Health Risk Assessment (HRA) was prepared for the Project (and included as EIR *Technical Appendix D*), and the Project's EIR incorporates mitigation measures to reduce the Project's potential air quality impacts to the maximum feasible extent. As this comment does not identify any specific deficiencies with the analysis presented in the Project's DEIR, no further response is necessary.

B-4 Footnote citing to DEIR Table 3-5 is acknowledged; no further response is required.

B-5 CARB notes that the Project would generate truck traffic, contributing to air pollutant and greenhouse gas (GHG) emissions, and provides information about Executive Order N-79-20. The City of Calimesa (City) acknowledges that light industrial facilities such as those proposed as part of the Project can result in high volumes of heavy-duty diesel truck traffic, and that the operation of on-site equipment (e.g., forklifts and yard tractors) could result in diesel emissions, both of which contribute to regional air pollution and global climate change (although here, as noted below, electric/zero emission on-site equipment would be required). The City further acknowledges that Executive Order N-79-20 establishes goals to transition to zero-emission vehicles for passenger cars, trucks, medium and heavy-duty vehicles, and drayage trucks. The commenter is referred to the discussion and analysis presented in DEIR Subsections 4.3, *Air Quality*, and 4.8, *Greenhouse Gas Emission*, which fully disclose the Project's potential impacts to air quality and due to GHG emissions. In addition, the commenter is referred to DEIR Mitigation Measures MM 4.3-1 through MM 4.3-8 and MM 4.8-1 through 4.8-14, which were imposed to reduce to the maximum feasible extent the Project's emissions of air quality pollutants and GHGs. The commenter is specifically referred to Mitigation Measure MM 4.3-4, which requires all on-site equipment to be powered by electricity or equivalent non-zero emission engines. As this comment does not identify any deficiencies in the analysis presented in the DEIR, no revisions to the DEIR are warranted pursuant to this comment.

B-6 The commenter questions whether the Project would include cold storage space expresses concerns related to the exposure of sensitive receptors to diesel emissions from Transport Refrigeration Units (TRUs). The commenter is referred to DEIR subsection 3.6.2, which explicitly notes that the Project's

warehouse buildings would operate as "high-cube warehouses" or "high-cube parcel hub warehouses," and would not include any high-cube cold storage warehouse uses. Additionally, high-cube cold storage warehouse uses are explicitly prohibited pursuant to the proposed Oak Valley North Specific Plan ("OVNSP"; refer specifically to subsection 5.4.1, *Permitted, Conditional and Ancillary Uses*, within OVNSP Chapter 5, *Development Regulations*). The City of Calimesa would review future implementing development on site for conformance to the OVNSP development regulations, including the prohibition on high-cube cold storage warehouse uses. Thus, no TRUs will service the Project, which will be prohibited from incorporating any cold storage uses. Accordingly, no revision to the DEIR is warranted pursuant to this comment, as the commenter's concerns related to high-cube cold storage warehouse uses are obviated by the prohibition included in the OVNSP.

B-7 The commenter suggests that if the Project will not utilize cold storage, the City should either prohibit the applicant's use of diesel-powered TRUs on the property (unless a conditional use permit is obtained) or require contractual language in tenant lease agreements prohibiting operation of TRUs on the Project site. The commenter is referred to the response to Comment B-6. As noted therein, high-cube cold storage warehouse uses would be prohibited by the development regulations included as part of the OVNSP. Accordingly, no revision to the DEIR is warranted pursuant to this comment because high-cube cold storage warehouse uses already are prohibited by the OVNSP.

B-8 The City acknowledges the footnote to comment B-5, which notes that that local mitigation is critical to achieving climate and greenhouse gas emission goals, and refers to the CARB 2022 Scoping Plan goals for achieving carbon neutrality. The commenter is referred to the discussion and analysis presented in DEIR Subsection 4.8, *Greenhouse Gas Emissions*, which imposes Mitigation Measures MM 4.8-1 through MM 4.8-14 to reduce the Project's GHG emissions to the maximum feasible extent. As this comment does not identify any specific deficiencies in the analysis presented in DEIR Subsection 4.8, no revision to the DEIR is warranted pursuant to this comment.

B-9 The commenter suggests that, if the Project will utilize cold storage, the City assess the air quality and cancer risk impacts from on-site TRUs in the Project's Final EIR (FEIR). The commenter is referred to the responses to Comments B-6 and B-7, which note that the OVNSP development regulations already prohibit high-cube cold storage warehouse uses. No further response is necessary.

B-10 CARB opines that there is a potential underestimation of the Project's air pollutant emissions due to imprecise assumptions for truck trip lengths and trip rates, suggesting that the trip length should be greater than the maximum 39.9 miles disclosed by the DEIR and the Project's Air Quality Impact Analysis ("AQIA"; DEIR *Technical Appendix C*). However, CARB does not provide any trip length data or any documents citing a suggested trip length. In fact, the recommendations provided in this comment are not consistent with the SCAQMD's recommended truck travel distance for warehousing projects within its jurisdiction (based on the SCAG regional travel demand model data).

The Lead Agency considers the Project's Air Quality Impact Analysis ("AQIA"; DEIR *Technical Appendix C*) and associated DEIR discussions to comprise substantial evidence supporting the DEIR

conclusions regarding the Project air quality impacts generally, and air quality impacts attributable to Project truck traffic specifically. The DEIR includes extensive detail, technical modeling employing accepted protocols, prepared by experts in the field of air quality analyses. The DEIR's analyses of potential air quality impacts, including the DEIR's analysis of potential air quality impacts, to comprise substantial evidence. Here, as required under CEQA, the DEIR has made a good faith effort at full disclosure of the Project truck-source air quality impacts. The modeling employed in the AQIA reflects the City's understanding of the range and types of trips that would likely be generated by the Project described in Section 3.0, *Project Description*, of the Project's DEIR. Employing this information and reflecting the DEIR air quality experts' experience with similar projects in similar contexts, the AQIA then appropriately estimates Project truck trip lengths and models the resulting air pollutant emissions, based on actual data from behaviors of trucks in the region.

More specifically, and as noted in DEIR *Technical Appendix C*, the Project's air quality analysis used average trip lengths for light-heavy (15.3-miles), medium-heavy (14.2-miles) and heavy-heavy trucks (39.9-miles) based on SCAQMD's recommendations outlined in their implementation of the Warehouse Actions and Investments to Reduce Emissions (WAIRE) program adopted in 2021 under Rule 2305, which, again, is based on actual data obtained regarding truck travel in the region. The SCAQMD governing board proposed and adopted an indirect source rule to address heavy-duty vehicle emissions, focused in California. After working on this rule for years, which included a comprehensive public outreach process, SCAQMD's governing body formed Rule 2305, and the WAIRE program. The WAIRE program included a comprehensive study over the course of several years surveying the SCAG region and therefore is statistically representative of the SCAG region. The trip lengths for each of the Project's proposed buildings were derived by weighting the average trip lengths using traffic trip percentages by vehicle type taken from the Project's Traffic Analysis ("TA"; DEIR *Technical Appendix P*). A truck trip distance of more than 39.9 miles suggested by this comment is not supported by any substantial evidence provided by the SCAQMD and contradicts published material from SCAQMD that was utilized in the underlying analysis. Accordingly, it is concluded that the Project's AQIA provides an analysis of likely air quality impacts based on the best available information and what is reasonably feasible in the context of this specific Project.

The commenter states that the Project should include a mitigation measure or Project design feature that restricts trucks from traveling a distance greater than what was analyzed in the DEIR. Such mitigation or design features are not feasible, would not demonstrably reduce the Project's impacts, and may actually increase impacts, since this could necessitate trucks making multiple trips to other regional destinations that could result in an inefficient route of travel. In other words, trucks that could otherwise access the site would be redirected, resulting in increased miles traveled by having to divert routes to other locations and thereby increasing truck emissions. In these regards, the Project tenants are not known at this concept stage of development, and a measure that would restrict access to the site based on a tenant's prospective truck trip characteristics would limit potential tenancies, and may render the Project undevelopable. It is acknowledged that limiting the length of truck trips itself may diminish emissions from a certain percentage of Project traffic. However, the aggregate impacts of truck trips and truck-source emissions is as much or more a product of the total trips and

their aggregate lengths, rather than the length of trips alone. The commenter speculates, but provides no evidence that limiting truck trip lengths would substantially reduce truck-source emissions. Additionally, limiting truck trip lengths for the Project would arguably only redirect and increase the number of truck trips and truck trip lengths accessing other sites within the South Coast Air Basin (SCAB), with no net reduction in regional air quality impacts.

Based on the preceding, the substantial evidence presented in the DEIR, and the whole record before the City of Calimesa, the DEIR adequately and accurately evaluated the Project's trip generation, trip lengths, and resulting air quality impacts. Accordingly, no revision to the DEIR or underlying appendices are warranted pursuant to this comment.

B-11 The footnotes to Comment B-10 are acknowledged, which cite to Page 53 of the Project's AQIA and to the WAIRE Implementation Guidelines. As these footnotes do not identify any deficiencies in the analyses presented in the DEIR, no revision to the DEIR is warranted pursuant to these footnotes.

B-12 The commenter summarizes the Project's peak operational emissions and the mitigation measures included in the DEIR. It should be noted that this comment inaccurately states the maximum Project emissions levels as disclosed by DEIR Tables 4.3-20 through 4.3-22. Specifically, DEIR Table 4.3-21 shows that the Project's peak emissions of VOCs would be 124.83 during summer conditions in 2028 (and not 116 pounds per day as referenced by this comment); DEIR Table 4.3-21 shows that the Project's maximum emissions of NO_X would be 222.14 pounds per day during summer conditions in 2025 (and not 211 pounds per day as referenced by this comment); and DEIR Table 4.3-21 shows that the Project's maximum emissions of CO would be 714.92 pounds per day during summer conditions in 2028 (and not 573 pounds per day as referenced by this comment). Furthermore, it should be noted that these maximum emission levels only would occur with implementation of Land Use Scenario 2, as the emission levels associated with Land Use Scenarios 1 and 3 would be much lower than what is anticipated with implementation of Land Use Scenario 2. The commenter's summary of the DEIR's discussion of potential air quality impacts and the mitigation measures identified to reduce those impacts to the maximum feasible extent are otherwise accurate; no further response is necessary.

B-13 The commenter states that Mitigation Measure (MM) 4.3-8 is nearly identical to CARB's Truck and Bus Regulation and asserts that MM 4.3-8 does not represent mitigation, as trucks will already be in compliance with CARB's regulations when the Project is fully operational. While the commenter is correct that subitem e. of Mitigation Measure MM 4.3-8 implements CARB's Truck and Bus Regulation, subitem e. specifies a requirement to maintain records and make such records available to the City, thereby ensuring that the City of Calimesa would monitor the Project for compliance with CARB's Truck and Bus Regulation. Additionally, Mitigation Measure MM 4.3-8 includes ten additional measures that are intended to assist in reducing the Project's operational-related air quality emissions and that are not based on any applicable regulations, and the DEIR did not solely rely on Mitigation Measure MM 4.3-8 to reduce the Project's air quality impacts. As Mitigation Measure MM 4.3-8 implements CARB's Truck and Bus Regulation at the local level and provides additional

mitigation not otherwise required by CARB's regulations, no revision to Mitigation Measure MM 4.3-8 is warranted pursuant to this comment.

B-14 To reduce the Project's operational emissions of VOC, NO_X, CO, PM_{10}, and $PM_{2.5}$, the commenter suggests that the City should include a measure requiring all heavy-duty trucks to be zero-emission and to require the installation of on-site infrastructure to support the trucks; provides a summary of CARB regulations, including the Advanced Clean Fleet Regulation the Hybrid and Zeo-Emission Truck and Bus Voucher Incentive Project (HVIP); notes that there are electric trucks currently available that can meet the cargo transportation needs of individual industrial uses within the City; and notes that CARB has implemented or is developing regulations that will require the use of zero-emission trucks.

It is first noted that Project operational-source emissions of CO and $PM_{2.5}$ would be less-than-significant, and no additional mitigation is required in this regard. While the City of Calimesa acknowledges that use of zero-emission trucks would reduce Project-related vehicular-source emissions, as noted on pp. 4.3-30, 4.6-11 et al. in the DEIR, the commercial availability of zero-emission long-haul vehicles to exclusively serve the Project is limited at present for a variety of reasons. Firstly, trucks serving the Project site are unlikely to be owned by the building users, as most buildings are serviced by trucks or owned or leased by independent operators. The types of trucks driven by independent operators are outside of the control of Project Applicant, building users, and City of Calimesa. Second, there is not enough electrical grid power to sustainably charge all of the trucks that would travel to and from the Project site. For example, one trucking company tried to electrify just 30 trucks at a terminal in Joliet, Illinois. Shortly after this plan began, local officials shut it down, commenting that it would draw more electricity than is needed to power the entire city.[1] Even more relevant, a California company attempted to electrify 12 forklifts, which require significantly less power than trucks. Local power utilities told the California company that it was not possible.[2] In a May 2023 report by Resources for the Future, titled *Medium- and Heavy-Duty Vehicle Electrification: Challenges, Policy Solutions, and Open Research Questions*, the report states that medium- and heavy-duty electric vehicles ("MHDEVs") charging (which may exceed several megawatts [MWs] of demand for large fleets) could destabilize electricity distribution systems. Additionally, due to logistical and operational barriers, MHDEVs must be comparable to diesel vehicles in model options, range, recharge time, payloads, and maintenance.[3] However, considering current technologies, MHDEVs generally have ranges below 200 miles, versus more than 1,000 miles for diesel vehicles.[4] Additionally, recharge times are substantially longer than diesel refueling. For example, a clean diesel truck can spend 15 minutes fueling anywhere in the country and then travel about 1,200 miles before fueling again.[5] In contrast, today's long-haul battery electric trucks have a range of about 150-330 miles and can take up to 10 hours to charge.[6] Moreover, fleets without a

[1] https://www.trucking.org/news-insights/heavy-dose-reality-electric-truck-mandates
[2] *Id.*
[3] *Id.*
[4] *Id.*
[5] *Id.*
[6] *Id.*

charging depot will need to rely on public charging stations. In addition to the barriers described above, zero-emission trucks are much more costly to fleet owners. A new, clean-diesel long-haul tractor typically costs in the range of $180,000 to $200,000.[7] Meanwhile, a comparable battery-electric tractor – with a quarter of the range and thus requiring frequent and long hours of charging – costs upwards of $480,000.[8,9] In addition, each charging station installation can exceed $100,000[10] and public charging stations and required infrastructure for such charging is not widely available.[11] Additionally, there is a significant constraint in sourcing enough raw minerals needed to produce the lithium-ion batteries used in zero-emission trucks. For example, tens of millions of tons of cobalt, graphite, lithium, and nickel will need to be produced.[12] It is estimated that it could take up to 35 years to acquire all the minerals needed to generate enough truck batteries for current levels of global production.[13] Additionally, expanding capacity and sourcing this amount of material creates environmental effects, that in some respects could exceed the emissions of current clean-diesel trucks.[14] Finally, California's zero-emission trucking regulations have been challenged by numerous other states as an unconstitutional restraint on interstate commerce, and are at least partially unenforceable while the legal challenges are pending, and could ultimately be determined to be unlawful. Therefore, there is no evidence in the record that the proposed mitigation requiring all heavy-duty trucks to be zero-emission is technologically or financially feasible for the Project.

Although requiring all trucks that service the Project site to be electric would be infeasible, DEIR Mitigation Measure 4.3-5 promotes use of alternative fuels and supports clean truck fleets as means of generally reducing Project-related vehicular-source emissions. Additionally, and as suggested by CARB, the DEIR includes mitigation (see DEIR Mitigation Measures MM 4.3-1, MM 4.3-2, MM 4.3-3) requiring the provision of EV charging infrastructure on the Project site to support the accommodation of zero and near-zero emission vehicles and to make the Project site attractive for these vehicle types. In addition, the Advanced Clean Fleet Regulation already requires all drayage trucks in California to be zero-emission by 2035. The Project, through its design features and mitigation measures, anticipates that zero and near-zero emission vehicles would operate on the Project site and in the future as part of the overall statewide progression of commercial vehicle fleets transitioning towards clean fleets over time. As such, the Project will be accommodating to such vehicles as they become commercially available and feasible to utilize for Project operations.

The list of commercially-available zero-emission trucks available through the Hybrid and Zero-emission Truck and Bus Voucher Incentive Project (HVIP) is recognized. CARB states that based on the HVIP list "there are commercially available electric trucks that can meet the cargo transportation needs of individual industrial uses proposed in the City today." Mitigation Measures MM 4.3-5 and

[7] *Id.*
[8] *Id.*
[9] *Id.*
[10] https://media.rff.org/documents/Report_23-03_v3.pdf
[11] https://www.ccjdigital.com/alternative-power/battery-electric/article/15545697/charging-forward-with-electric-truck-charging-stations
[12] https://www.trucking.org/news-insights/heavy-dose-reality-electric-truck-mandates
[13] *Id.*
[14] *Id.*

MM 4.8-11 have been modified to require the Project Applicant to provide future tenants with information regarding the HVIP program, in addition to providing future tenants with information regarding SCAQMD's Carl Moyer Program.

CARB states it has implemented or is developing regulations that will require the use of zero-emission trucks. The City and Applicant would comply with CARB regulations requiring the use of zero-emission trucks if/when such regulations become locally effective.

Based on the preceding, substantial evidence presented in the DEIR, the DEIR adequately and accurately evaluated the Project's air quality impacts. Further, the DEIR to provides and incorporates mitigation where required, and the mitigation provided reduces the Project's impacts to the extent feasible. It would not be feasible to impose a requirement to require that all of the Project's heavy-duty trucks be fully electric vehicles. Accordingly, because fully electric MHDEVs are not feasible at this time for the reasons noted above, no mitigation requiring the use of electric heavy-duty trucks is required pursuant to CEQA beyond what already is required by DEIR Mitigation Measures MM 4.3-1, MM 4.3-2, and MM 4.3-3. No revision to the DEIR is warranted pursuant to this comment other than the supplementation of Mitigation Measures MM 4-3-5 and MM 4.8-1 as described above.

B-15 Footnotes to Comment B-12 and B-13 are acknowledged, which provide a citation to DEIR Tables 4.3-20 through 4.3-22, DEIR page 4.3-91, and CARB's Truck and Bus Regulation Compliance Requirement Overview. The Project would comply with this requirement. As these footnotes do not identify any deficiencies in the analyses presented in the DEIR, no revision to the DEIR is warranted pursuant to this comment.

B-16 The commenter suggests including a mitigation measure that requires all heavy-duty trucks to be zero-emission and to install on-site infrastructure to support those zero-emission trucks, and specifically refers to CARB's Drayage Truck Regulation, Truck and Bus Regulation, Heavy-Duty Low-NO_X Omnibus Rule, Advanced Clean Trucks Regulation, and the Advanced Clean Fleets Regulation. The City acknowledges that use of zero-emissions would likely reduce Project vehicular-source NO_X emissions. However, as discussed in the response to Comment B-14, it would not be feasible to impose a requirement that all of the Project's heavy-duty trucks be fully electric vehicles because there is insufficient power in the electrical grid, electric trucks have a reduced range compared to diesel trucks, electric trucks have very long recharge times, zero-emission trucks are significantly more expensive than traditional diesel trucks, and there are constraints on sourcing the raw materials needed to produce the lithium-ion batteries used in zero-emission trucks. Based on the preceding and substantial evidence presented in the RDEIR, no revisions to the RDEIR are required. The findings and conclusions of the RDEIR are not affected by this comment.

B-17 Footnote to Comment B-14, which provides a link to the Zero-Emission Truck and Bus Voucher Incentive Project, is acknowledged; no response is necessary, beyond the response already provided for Comment B-14 explaining that even with the availability of this Incentive Project, implementing zero emission trucks for the Project is not feasible.

B-18 The commenter summarizes the concerns and suggestions expressed throughout the comment letter, which have been fully addressed in the responses to Comments B-5 through B-16. As this comment does not identify any concerns related to the DEIR that have not already been addressed herein, no further response is required and no revision to the DEIR is warranted pursuant to this comment.

B-19 The City acknowledges and appreciates the comments provided by CARB related to the proposed Project's air quality and health risk impacts. The City further acknowledges CARB staff's time constraints with respect to review of air quality impacts associated with proposed development projects, and the City further acknowledges that CARB's deliberate decision to substantively comment on some issues does not constitute an admission or concession that it substantively agrees with the lead agency's findings and conclusions on any issues on which CARB does not substantively submit comments. Additionally, the City acknowledges that CARB staff can provide assistance with zero-emission technologies and emission reduction strategies, and the City will continue to include CARB on the list of selected State agencies that will receive the FEIR. Any questions regarding this comment letter will be directed to Stanley Armstrong at the e-mail address indicated in this comment. No further response is necessary.

Comment Letter C

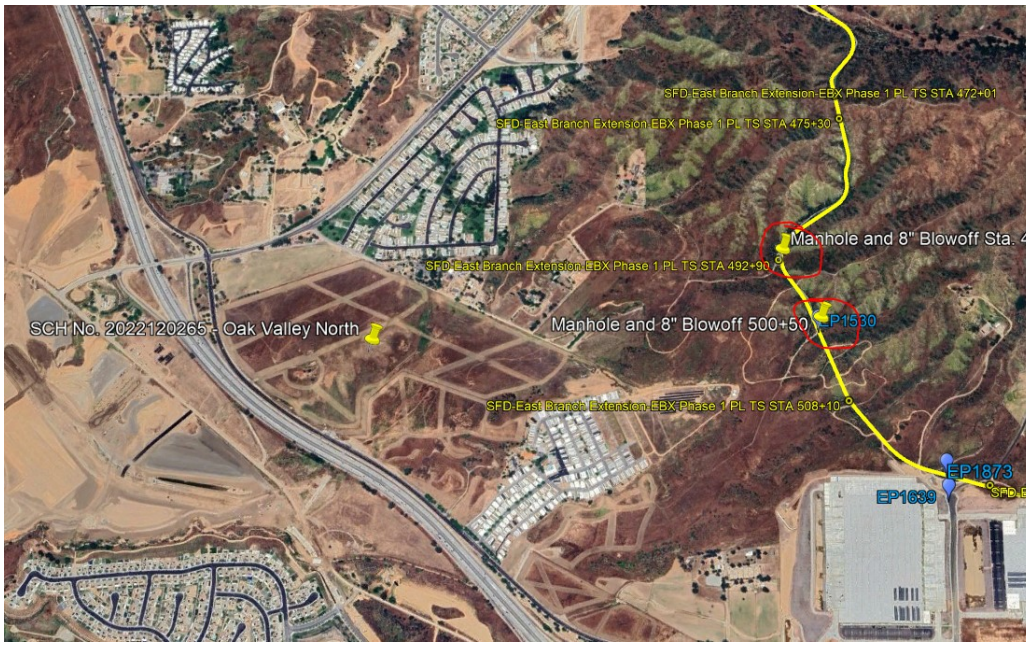
Tiffany Chao

From: Badyal, Damanvir (Daman)@DWR <Damanvir.Badyal@water.ca.gov>
Sent: Monday, April 15, 2024 3:08 PM
To: Kelly Lucia
Subject: SCH2022120265 - Oak Valley North
Attachments: 99-32 EBX As-builts.pdf

Hi Ms. Lucia,

This is a courtesy email to make the City aware that the proposed project site is downstream of two Department of Water Resources (DWR) blowoffs for the State Water Project EBX Pipeline (see image below and attached drawings). DWR may periodically use these blowoff structures to dewater the EBX pipeline (yellow line) in this area. The discharge would follow the natural drainage path towards the proposed project site. The maximum discharge would be not more than 10 CFS. Please forward this information to the design team for this project. Thank you.

C-1



1

Letter C Responses to Comments from Department of Water Resources

C-1 The commenter informs the City that the Department of Water Resources (DWR) owns two blowoffs for the State Water Project EBX Pipeline, and that the DWR may periodically use these two blowoff structures to dewater the EBX pipeline in this area, which could result in the maximum discharge of 10 cubic feet per second (cfs), portions of which may discharge along natural drainage patterns toward the Project site. The commenter also provides an image of the location of the blowoffs and plans for the California aqueduct. The Project's civil engineer (Albert A. Webb Associates) has reviewed this comment, and has confirmed that any periodic discharge from the blowoffs for the State Water Project EBX Pipeline would be accommodated by the Project's proposed drainage system, as the flows would be collected along the proposed inlets along Beckwith Avenue in a manner similar to normal storm events, where it would then be conveyed through the site to the existing culverts at Calimesa Boulevard. The Beckwith Avenue inlets are designed to accommodate well over 10 cubic feet per second (cfs), which would be more than adequate to accommodate flows from either of the blowoffs associated with the State Water Project EBX Pipeline. Accordingly, no revision to the Draft EIR is warranted pursuant to this comment.

Comment Letter D

Technical data request for the Oak Valley North (OVN) Project.

Sahar Ghadimi <sghadimi@aqmd.gov>
Tue 4/9/2024 11:17 AM
To:Kelly Lucia <klucia@cityofcalimesa.net>
Cc:Sam Wang <swang1@aqmd.gov>

Dear Kelly Lucia,

South Coast AQMD staff received a Notice of Availability of a Draft Environmental Impact Report (EIR) for the Oak Valley North (OVN) Project (South Coast AQMD Control Number: RVC240328-01). Staff is currently in the process of reviewing the Draft EIR.

Please provide an electronic copy of any live modeling and emission calculation files (complete files, not summaries) that were used to quantify the air quality impacts from construction and/or operation of the Proposed Project as applicable, including the following:

CalEEMod, Input Files (.csv files).

Live EMFAC output files.

- Any emission calculation file(s) (live version of excel file(s); no PDF) used to calculate the Project's emission sources. (i.e., truck operations).

You may send the above-mentioned files via a Dropbox link in which they may be accessed and downloaded by South Coast AQMD staff. Without all files and supporting documentation, South Coast AQMD staff will be unable to complete a review of the air quality analyses in a timely manner. Any delays in providing all supporting documentation will require additional time for review beyond the end of the comment period.

If you have any questions regarding this request, please contact me.
Thank you.

Sincerely,

Sahar Ghadimi
Air Quality Specialist, CEQA IGR
Planning, Rule Development & Implementation
South Coast Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765
(909) 396-2392
sghadimi@aqmd.gov

D-1

Letter D Responses to Comments from South Coast Air Quality Management District (Data Request)

D-1 The commenter states that South Coast Air Quality Management District (SCAQMD) staff has received information on the Project's EIR and is currently reviewing the EIR, and requests an electronic copy of any live modeling and emission calculation files used to quantify the Project's air quality impacts. Kelly Lucia with the City of Calimesa Planning Division e-mailed a link to the Project's air quality modeling files via e-mail to Sahar Ghadimi and Sam Wang with the SCAQMD on April 10, 2024. As this comment is unrelated to the Project's DEIR, no further response is necessary.

COMMENT LETTER E

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SENT VIA E-MAIL:
klucia@cityofcalimesa.net
Kelly Lucia, M. URP, Planning Director
City of Calimesa, Planning Division
908 Park Avenue
City of Calimesa, CA 92320

May 2, 2024

Notice of Availability of a Draft Environmental Impact Report (EIR) for the Oak Valley North (OVN) Project (Proposed Project)

South Coast Air Quality Management District (South Coast AQMD) staff appreciate the opportunity to review the above-mentioned document. The City of Calimesa is the California Environmental Quality Act (CEQA) Lead Agency for the Proposed Project. To provide context, South Coast AQMD staff has provided a brief summary of the project information and prepared the following comments which are organized by topic of concern. E-1

South Coast AQMD Staff's Summary of Project Information in the Draft EIR

Based on the Draft EIR, the Proposed Project consists of four warehouse buildings and two truck trailer parking lots within Planning Area (PA) 1, totaling 982,232 square feet, as well as multi-family residential land use within PA 2, comprising 223 residential units.[1] However, a church may be developed in PA 2 instead of the multi-family residential. Based on the Draft EIR, the nearest existing sensitive receptor, such as a mobile home park, is located at 10320 Calimesa Boulevard, approximately 33 feet southeast of the Proposed Project site. Construction of the Proposed Project is anticipated to begin as early as September 2024 and end in late 2027.[2] The Proposed Project is located northeast of Interstate 10 and Calimesa Boulevard, southeast of Singleton Road, and south of Beckwith Avenue.[3] E-2

South Coast AQMD Staff's Comments

Incompatible land use issue based on CARB and South Coast AQMD's guidance: siting warehouses (proposed high-cube warehouse in four buildings) within close proximity to existing and new sensitive land uses (residential areas). E-3

South Coast AQMD is concerned about the potential health impacts of siting warehouses (proposed four high-cube warehouse buildings) in close proximity to existing and new sensitive land uses (proposed high-density residential areas), since the operation of warehouses generates and attracts heavy-duty diesel-fueled trucks that emit Diesel Particulate Matter (DPM). Based on a review of aerial photographs, South Coast AQMD staff found that the nearest sensitive receptor, such as a mobile home park, is located at 10320 Calimesa Boulevard, approximately 32

[1] Draft EIR. Page 41.
[2] *Ibid.* Page 233.
[3] *Ibid.* Page 40.

E-4

feet southeast of the Proposed Project site. Also, according to the Draft EIR, Exhibit 1-B, Land Use Plan, the truck routes and loading docks/truck idling/Transport Refrigeration Units (TRUs) will be located very close to existing residential areas (~33 feet) and proposed residential areas (PA2). When the health impacts from the Proposed Project are added to the existing background, both existing and new residents living in the surrounding communities will likely face even greater exposure to air pollution and bear a disproportionate burden of increasing health risks. Moreover, the proposed high density residential area will be adjacent to the I-10 freeway (less than 500 ft). According to CARB guidance, air pollution levels can be significantly higher within 500 feet (approximately 150 meters) of freeways or busy traffic corridors, adversely impacting human health. Consequently, the lead agency is recommended to follow CARB and South Coast AQMD land-use guidance to ensure that sensitive receptors are not heavily affected by the warehouse truck activities and freeway emissions. This guidance includes:

E-3 (CONT.)

E-5

E-6

1) The California Air Resources Board's (CARB) *Air Quality and Land Use Handbook: A Community Health Perspective*[4] is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process with additional guidance on strategies to reduce air pollution exposure near high-volume roadways available in CARB's technical advisory.[5]

2) The South Coast AQMD's *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*[6] includes suggested policies that local governments can use in their General Plans or through local planning to prevent or reduce potential air pollution impacts and protect public health. It is recommended that the Lead Agency review this Guidance Document as a tool when making local planning and land use decisions.

By adhering to these essential guidance documents and implementing proactive Mitigation Measures (MMs), the lead agency can avoid, eliminate or reduce the adverse impacts of warehouse and truck activities on public health, ensuring that vulnerable communities are adequately protected from disproportionate exposure to air pollution.

Warehouse Cold Storage Land Use and the Associated Emissions from Transport Refrigeration Units (TRU)

E-7

The project description in the Draft EIR does not specify whether the Proposed Project intends to include cold storage usage. Cold storage warehouses typically involve more trucks and trailers equipped with TRUs compared to warehouses without cold storage. As a result, it is recommended that the Lead Agency revise the project description in the Final EIR to clarify whether cold storage facilities are part of the Proposed Project and provide an estimate of the number of TRU trucks and trailers associated with the operation of these warehouses. If TRUs are indeed part of the Proposed Project, the Lead Agency should also update the emission calculations in the Final EIR to include the emissions from TRUs, in addition to the emissions from operational trucks.

E-8

[4] CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* can be found at: http://www.arb.ca.gov/ch/handbook.pdf.
[5] CARB's technical advisory can be found at: https://www.arb.ca.gov/ch/landuse.htm.
[6] South Coast AQMD. 2005. *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*. Available at: http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/complete-guidance-document.pdf.

Cumulative Impacts during Operation

According to the Draft EIR, the Proposed Project consists of four warehouse buildings, two truck trailer parking lots within PA 1, and multi-family residential land use or church within PA 2.[7] Based on a review of aerial photographs, South Coast AQMD staff found two other existing warehouses located approximately one mile from the Proposed Project site. South Coast AQMD staff is primarily concerned with the cumulative air quality impacts from increased concentrations of air toxics in the City of Calimesa. Based on the CEQA Guidelines Section 1355, it is recommended, at minimum, the Lead Agency perform a qualitative analysis to consider the potential cumulative impacts of air toxics by listing all surrounding past, present, and probable future projects. The Lead Agency may also perform a more detailed and robust quantitative analysis of cumulative air toxic and potential health risk implications to be included in the Final EIR.

E-9

Potential Underestimation of Emissions Due to Imprecise Assumptions for Truck Trip Lengths and Trip Rates in Emissions Analysis

Appendix C - Air Quality, Energy, and GHG Modeling explains that air quality impact analysis was based on the assumption that the average daily truck trip length is 39.9 miles for 4+-axle heavy-heavy-duty trucks (HHDT). However, the Proposed Project site is located approximately ~90 miles away from the Port of Long Beach, which means that the air quality analysis underestimated the emissions from trucks traveling from the Port of Long Beach to the Proposed Project site. For this reason, the Lead Agency is recommended to revise the calculations in the Final DEIR by taking a project-specific approach to the vehicle trip length and trip rates by applying more conservative trip lengths, such as designating 100 miles for Port-related trips. Tailoring these parameters and assumptions to be based on project-specific data will ensure a more accurate assessment of emissions, accounting for the unique circumstances and logistical realities of the Proposed Project.

E-10

Air Quality Mitigation Measures for NOx and PM Emissions from Construction

Given the extended duration of construction activities (from September 2024 to late 2027), Tier 4 technology may not be the cleanest option available for the construction phases that are scheduled to occur in future years. According to the CARB Strategies for Reducing Emissions from Off-Road Construction Equipment, the implementation of off-road Tier 5 starting in 2027 or 2028 and the Governor's Executive Order in September 2020 requires CARB to develop and propose a full transition to Zero Emissions (ZE) by 2035.[8] Considering the scope of the Proposed Project, it is crucial to ensure that the levels of construction emissions, specifically NOx and PM10, remain less than the significance thresholds during the construction period for each phase of the Proposed Project. Moving towards achieving this goal, where feasible, involves the use of electric zero-emission engines instead of diesel-fueled engines for the construction equipment. This proactive choice not only aligns with environmental concerns but also demonstrates a

E-11

[7] *Ibid*. Page 20.
[8] Presentation can be found at: https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/combined-construction-carb-amp-aqmp-presentations-01-27-21.pdf

E-12

commitment to minimizing the Proposed Project's overall environmental footprint. The goal of minimizing NOx emissions can also be pursued by implementing green construction methods and technologies, such as, limiting the usage of older engines in favor of utilizing the latest available technologies, or even incorporating exhaust retrofits such as cutting-edge exhaust aftertreatment techniques. Additionally, several other resources to assist the Lead Agency with identifying additional potential mitigation measures for the Proposed Project are included in the South Coast AQMD's CEQA Air Quality Handbook[9] for both operational and construction emissions. E-11 (CONT.)

Mitigation Measures for Operational Air Quality Impacts

Mobile Sources

1. Require zero-emission (ZE) or near-zero emission (NZE) on-road haul trucks, such as heavy-duty trucks with natural gas engines that meet the CARB's adopted optional NOx emissions standard at 0.02 grams per brake horsepower-hour (g/bhp-hr), if and when feasible. E-13

   Note: Given the state's clean truck rules and regulations aiming to accelerate the utilization and market penetration of ZE and NZE trucks, such as the Advanced Clean Trucks Rule and the Heavy-duty Low NOx Omnibus Regulation, ZE and NZE trucks will become increasingly more available to use.

2. Require a phase-in schedule to incentivize the use of cleaner operating trucks to reduce any significant adverse air quality impacts. E-14

   Note: South Coast AQMD staff is available to discuss the availability of current and upcoming truck technologies and incentive programs with the Lead Agency.

3. Limit the daily number of trucks allowed at the Proposed Project to levels analyzed in the Final EIR. If higher daily truck volumes are anticipated to visit the site, the Lead Agency should commit to re-evaluating the Proposed Project through CEQA prior to allowing this higher activity level. E-15

4. Provide electric vehicle (EV) charging stations or, at a minimum, provide electrical infrastructure, and electrical panels should be appropriately sized. Electrical hookups should be provided for truckers to plug in any onboard auxiliary equipment. E-16

Other Area Sources

1. Maximize the use of solar energy by installing solar energy arrays.
2. Use light-colored paving and roofing materials.
3. Utilize only Energy Star heating, cooling, and lighting devices and appliances. E-17

[9] South Coast AQMD, CEQA Air Quality Analysis Handbook, https://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook. E-18

Design Considerations for Reducing Air Quality and Health Risk Impacts

1. Clearly mark truck routes with trailblazer signs so that trucks will not travel next to or near sensitive land uses (e.g., residences, schools, daycare centers, etc.).
2. Design the Proposed Project such that truck entrances and exits are not facing sensitive receptors and trucks will not travel past sensitive land uses to enter or leave the Proposed Project site.
3. Design the Proposed Project such that any truck check-in point is inside the Proposed Project site to ensure no trucks are queuing outside.
4. Design the Proposed Project to ensure that truck traffic inside the Proposed Project site is as far away as feasible from sensitive receptors.
5. Restrict overnight truck parking in sensitive land uses by providing overnight truck parking inside the Proposed Project site.

E-19

Lastly, the South Coast AQMD also suggests that the Lead Agency conduct a review of the following references and incorporating additional mitigation measures as applicable to the Proposed Project in the Final EIR:

1. State of California – Department of Justice: Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act[10]
2. South Coast AQMD 2022 Air Quality Management Plan,[11] specifically:
   a) Appendix IV-A – South Coast AQMD's Stationary and Mobile Source Control Measures
   b) Appendix IV-B – CARB's Strategy for South Coast
   c) Appendix IV-C – SCAG's Regional Transportation Strategy and Control Measure
3. United States Environmental Protection Agency (U.S. EPA): Mobile Source Pollution - Environmental Justice and Transportation.[12]

E-20

Emission Reductions from Health Risk Strategies

E-21

[10] State of California – Department of Justice, Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act. Available at: https://oag.ca.gov/system/files/media/warehouse-best-practices.pdf
[11] South Coast AQMD, 2022 Air Quality Management Plan (AQMP). Available at: http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan
[12] United States Environmental Protection Agency (U.S. EPA), Mobile Source Pollution - Environmental Justice and Transportation. Available at: https://www.epa.gov/mobile-source-pollution/environmental-justice-and-transportation

E-22

South Coast AQMD is concerned about the potential public health impacts of siting existing and new sensitive populations within the proximity of existing air pollution sources (e.g., freeway, railroad). For this reason, prior to approving this Proposed Project as well as any future development projects, the Lead Agency is recommended to consider the impacts of air pollutants on people who will live in the new project area and provide effective mitigation. Additionally, South Coast AQMD suggests that the Lead Agency review and apply the guidance provided in: 1) the California Air Resources Board (CARB) Air Quality Land Use and Handbook: A Community Health Perspective [13] which provides criteria for evaluating and reducing air pollution impacts associated with new projects involving land use decisions; and 2) CARB's technical advisory which contains strategies to reduce air pollution exposure near high-volume roadways.[14]

E-21 (CONT.)

Many strategies are available for residential receptors to reduce being exposed to particulate matter, including, but not limited to, HVAC systems equipped with filters rated at a minimum efficiency reporting value (MERV) 13 or higher air filtration capabilities. In some cases, MERV 15 or better is recommended, for building design, orientation, location, vegetation barriers, landscaping screening, etc. Enhanced filtration units are capable of reducing exposure. However, enhanced filtration systems have limitations. For example, filters rated MERV 13 or higher are able to screen out greater than or equal to 50% of DPM[15] but they have no ability to filter out volatile organic compound (VOC) emissions. Also, in a study that South Coast AQMD conducted to investigate filters rated at MERV 13 or better in classrooms,[1617] a cost burden is expected to be within the range of $120 to $240 per year to replace each filter panel. The initial start-up cost could substantially increase if an HVAC system needs to be installed and if standalone filter units are required. Installation costs may vary, including costs for conducting site assessments and obtaining permits and approvals before filters can be installed. Other costs may include filter life monitoring, annual maintenance, and training for conducting maintenance and reporting. In addition, the filters would not have any effect unless the HVAC system is running. Therefore, when in use, the increased energy consumption from each HVAC system should be evaluated in the Draft EIR. While the filters operate 100 percent of the time when the HVAC is in use while the residents are indoors, the environmental analysis does not generally account for the times when the residents are not using their HVAC and instead have their windows or doors open or are moving throughout the common space outdoor areas of the Proposed Project. Furthermore, when used filters are replaced with new filters, emissions associated with trucks delivering the new filters and waste disposal trucks transporting the used filters to disposal sites should be evaluated in the Draft EIR Therefore, any presumed effectiveness and feasibility of a particular HVAC filter should be carefully evaluated in more

E-23

[13] California Air Resources Board (CARB), Air Quality Land Use and Handbook: A Community Health Perspective, April 2005. Available at: https://ww2.arb.ca.gov/sites/default/files/2023-05/Land%20Use%20Handbook_0.pdf
[14] CARB's Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways. Available at: https://ww2.arb.ca.gov/sites/default/files/2017-10/rd_technical_advisory_final.pdf
[15] U.S. EPA, "What is a MERV rating?" Available at: https://www.https://www.epa.gov/indoor-air-quality-iaq/what-merv-rating.
[16] South Coast AQMD, Draft Pilot Study of High-Performance Air Filtration For Classroom Applications, October 2009. Available at: https://www.aqmd.gov/docs/default-source/ceqa/handbook/aqmdpilotstudyfinalreport.pdf.
[17] South Coast AQMD, Draft Pilot Study of High-Performance Air Filtration For Classroom Applications, October 2009. Available at: https://www.aqmd.gov/docs/default-source/ceqa/handbook/aqmdpilotstudyfinalreport.pdf.

E-24

detail based on supporting evidence before assuming they will sufficiently alleviate exposure to DPM emissions.

E-23 (CONT.)

South Coast AQMD Air Permits and Role as a Responsible Agency

If implementation of the Proposed Project requires the use of new stationary and portable sources, including but not limited to emergency generators, fire water pumps, boilers, etc., air permits from South Coast AQMD will be required. The Final EIR should include a discussion about the potentially applicable South Coast AQMD rules and regulation with which apply to the Proposed Project including but not limited to: Rule 201 – Permit to Construct, Rule 203 – Permit to Operate,[18] Rule 401 – Visible Emissions,[19] Rule 402 – Nuisance,[20] Rule 403 – Fugitive Dust,[21] Rule 1110.2 – Emissions from Gaseous and Liquid Fueled Engines,[22] Rule 1113 – Architectural Coating,[23] Rule 1166 – VOC Contaminated Soil Excavation,[24] Rule 1179 – Publicly Owned Treatment Works Operation,[25] Regulation XIII – New Source Review,[26] Rule 1401 – Air Toxics,[27] Rule 1466 – Control of Particulate Emissions from Soils with Toxic Air Contaminants,[28] and Rule 1470 – Requirements for Stationary Diesel Fueled Internal Combustion and Other Compression Ignition Engines[29]. It is important to note that when air permits from South Coast AQMD are required, the role of South Coast AQMD would change from a Commenting Agency to a Responsible Agency under CEQA. In addition, if South Coast AQMD is identified as a Responsible Agency, per CEQA Guidelines Sections 15086, the Lead Agency is required to consult with South Coast AQMD.

E-25

CEQA Guidelines Section 15096 sets forth specific procedures for a Responsible Agency, including making a decision on the adequacy of the CEQA document for use as part of the process for conducting a review of the Proposed Project and issuing discretionary approvals. Moreover, it is important to note that if a Responsible Agency determines that a CEQA document is not adequate to rely upon for its discretionary approvals, the Responsible Agency must take further actions listed in CEQA Guideline Section 15096(e), which could have the effect of delaying the implementation of

[18] South Coast AQMD. Rule 203 available at https://www.aqmd.gov/docs/default-source/rule-book/reg-ii/rule-203.pdf
[19] South Coast AQMD. Rule 401 available at https://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-401.pdf
[20] South Coast AQMD. Rule 402 available at https://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-402.pdf
[21] South Coast AQMD. Rule 403 available at https://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-403
[22] South Coast AQMD. Rule 1110.2 available at https://www.aqmd.gov/docs/default-source/rule-book/reg-xi/r1110_2.pdf

[23] South Coast AQMD. Rule 1113 available at https://www.aqmd.gov/docs/default-source/rule-book/reg-xi/r1113.pdf
[24] South Coast AQMD. Rule 1166 available at https://www.aqmd.gov/docs/default-source/rule-book/reg-xi/rule-1166.pdf
[25] South Coast AQMD. Rule 1179 available at https://www.aqmd.gov/docs/default-source/rule-book/reg-xi/rule-1179.pdf
[26] South Coast AQMD. Regulation XIII available at https://www.aqmd.gov/home/rules-compliance/rules/scaqmd-rule-book/regulation-xiii
[27] South Coast AQMD. Rule 1401 available at https://www.aqmd.gov/docs/default-source/rule-book/reg-xiv/rule-1401.pdf
[28] South Coast AQMD. Rule 1466 available https://www.aqmd.gov/docs/default-source/rule-book/reg-xiv/rule-1466.pdf
[29] South Coast AQMD. Rule 1470 available at https://www.aqmd.gov/docs/default-source/rule-book/reg-xiv/rule-1470.pdf

E-26

the Proposed Project. In its role as CEQA Responsible Agency, the South Coast AQMD is obligated to ensure that the CEQA document prepared for this Proposed Project contains a sufficient project description and analysis to be relied upon in order to issue any discretionary approvals that may be needed for air permits.

E-25 (CONT.)

For these reasons, the Final EIR should be revised to include a discussion about any and all new stationary and portable equipment requiring South Coast AQMD air permits, provide the evaluation of their air quality and greenhouse gas impacts, and identify South Coast AQMD as a Responsible Agency for the Proposed Project as this information will be relied upon as the basis for the permit conditions and emission limits for the air permit(s). Please contact South Coast AQMD's Engineering and Permitting staff at (909) 396-3385 for questions regarding what types of equipment would require air permits. For more general information on permits, please visit South Coast AQMD's webpage at https://www.aqmd.gov/home/permits.

E-27

Conclusion

As set forth in California Public Resources Code Section 21092.5(a) and CEQA Guidelines Section 15088(a-b), the Lead Agency shall evaluate comments from public agencies on the environmental issues and prepare a written response at least 10 days prior to certifying the Final EIR. As such, please provide South Coast AQMD written responses to all comments contained herein at least 10 days prior to the certification of the Final EIR. In addition, as provided by CEQA Guidelines Section 15088(c), if the Lead Agency's position is at variance with recommendations provided in this comment letter, detailed reasons supported by substantial evidence in the record to explain why specific comments and suggestions are not accepted must be provided.

Thank you for the opportunity to provide comments. South Coast AQMD staff is available to work with the Lead Agency to address any air quality questions that may arise from this comment letter. Please contact Sahar Ghadimi, Air Quality Specialist, at sghadmi@aqmd.gov should you have any questions.

E-28

Sincerely,

Sam Wang

Sam Wang
Program Supervisor, CEQA IGR
Planning, Rule Development & Implementation

BR:SW:SG
RVC240328-01
Control Number

Letter E Responses to Comments from South Coast Air Quality Management District (Comments on DEIR)

E-1 The commenter provides introductory remarks and notes that the SCAQMD has reviewed the Project's EIR; this comment is acknowledged. No further response is required.

E-2 The commenter provides a summary of the proposed Project based on the information provided in the DEIR, including a summary of the Project's proposed land uses, the Project site's location, and the Project's anticipated opening year. It should be noted that while this comment notes that the DEIR disclosed the nearest sensitive receptor as occurring 33 feet southeast of the Project site, the nearest sensitive receptor that was evaluated in DEIR Subsection 4.3, *Air Quality*, actually is located approximately 32 feet southeast of the Project site (refer to Receptor R5 on DEIR Figure 4.3-11). As this comment does not identify any deficiencies in the DEIR, no revision to the DEIR is warranted pursuant to this comment.

E-3 The commenter expresses concern about the potential cumulative health impacts of warehouses in close proximity to sensitive land uses, including an existing mobile home park and existing and proposed residential areas located southeast and northeast of the Project site, respectively, as well as potential future residential uses within Planning Area 2 of the Project site.

With respect to the southeast area of the OVNSP where high density residential would be permitted (which may never be developed, and may instead be developed as a church), referred to in the DEIR as Planning Area 2, CEQA only requires analysis and mitigation of the Project's impacts on the existing environment, not the impacts of the environment on the Project, or impacts of the Project on the Project itself (often referred to as "reverse CEQA" analysis or CEQA in reverse). (*See, California Bldg. Indus. Assn. v. Bay Area Air Quality Mgmt. Dist.* (2015) 62 Cal. 4th 369; *Ballona Wetlands Land Trust v. City of Los Angeles* (2011) 201 Cal. App. 4th 455, 473-74; *see also, Baird v. County of Contra Costa* (1995) 32 Cal. App. 4th 1464, 1468-69; *South Orange County Wastewater Authority v. City of Dana Point* (2011) 196 Cal. App. 4th 1604, 1614-15; *City of Long Beach v. Los Angeles Unified School Dist.* (2009) 176 Cal.App.4th 889, 905; *see also,* CEQA Guidelines Section 15126.2(a).) Indeed, as disclosed in the DEIR, if and when the Project's residential uses are developed in Planning Area 2, it would be as Phase 2 (DEIR, p. 3-21), meaning that the industrial warehouse and storage lots would already be developed, operating and part of the existing environment. CEQA does not require analysis of the impacts of the Project uses that already would exist and be in operation when any future residential uses, if any, would be developed. Nonetheless, for the sake of full disclosure / informational purposes, and while not required by law, the DEIR still analyzed the potential impacts of Phase 1 on the Project on the Project's future residential uses. This includes the Project's Health Risk Assessment ("HRA"; DEIR *Technical Appendix D*), which while not required, analyzed all potential health risk impacts on future residents of the Project (DEIR, p. 4.3-74; Urban Crossroads, 2023b, pp. 26-27). Specifically, at the future maximally exposed residential receptor on site (Receptor ON2 on DEIR Figure 4.3-11), the Project's HRA determined that the maximum incremental cancer risk attributable to Project operational-source diesel particulate matter (DPM) emissions is estimated at 3.89 in one million under land use Scenario 1 and 7.27 in

one million under land use Scenario 2, which are less than the SCAQMD's significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be <0.01 under all scenarios, which would not exceed the applicable significance threshold of 1.0. (DEIR, pp. 4.3-74 to -79.)

The potential for the Project to result in potentially significant localized impacts and health risk impacts potentially affecting the surrounding community are evaluated in detail in the DEIR. The DEIR substantiates that the Project would not result in any significant localized health risk impacts. Specifically, the DEIR provided the following findings, which are not affected by this comment:

- The DEIR substantiates that Project construction-source criteria air pollutants would not exceed applicable regional or localized thresholds and would therefore be less-than-significant (DEIR, pp. 4.3-59 – 4.3-61, DEIR p. 4.3-67, et. al). Project construction-source criteria air pollutant emissions would therefore not result in localized impacts that could adversely affect surrounding communities.

- The DEIR substantiates that certain operational-source criteria pollutant emissions (PM_{10} and $PM_{2.5}$ only) would exceed localized thresholds and would therefore be potentially significant (DEIR pp. 4.3-68, 4.3-69). Collectively, DEIR Mitigation Measures MM 4.3-1 through MM 4.3.8 would reduce this impact to levels that would be less-than-significant (DEIR, pp. 4.3-96, 4.3-97). As mitigated, Project operational-source emissions would not result in localized impacts that could adversely affect surrounding communities.

- The DEIR substantiates that Project-source air pollutants, individually and cumulatively, would not exceed any applicable health risk thresholds and would therefore be less-than-significant (DEIR pp. 4.3-74 – 4.3-87, et. al). Accordingly, no mitigation is required for health risk impacts. Project air pollutant emissions would therefore not result in health risk impacts that could adversely affect surrounding communities.

Please refer also to discussions of localized air pollutant emissions impacts and health risk impacts presented at DEIR pp. 4.3-42 through 4.3-56 and pp. 4.3-67 through 4.3-79. Detailed discussions and modeling of localized air pollutant emissions impacts is presented in Appendix C to the Project's Air Quality Impact Analysis ("AQIA"; DEIR *Technical Appendix C*). Detailed discussions and modeling of health risk impacts is presented in Appendix D to the Project's HRA (DEIR *Technical Appendix D*).

Furthermore, the proposed Project has been designed to comply with the provisions of City of Calimesa Municipal Code Section 18.30.110, *Specific Development Standards for Warehouse, Storage and Distribution Facilities*. Specifically, the Project's warehouse buildings are all smaller than 250,000 s.f., all parcels proposed for development with warehouse uses are located more than 500 feet from the nearest sensitive receptors, and all proposed warehouses on site would meet the required minimum 250-foot separation distance. These design features further would ensure that the Project's localized air quality emissions would be less than significant.

Based on the preceding, substantial evidence presented in the DEIR, the DEIR adequately and accurately evaluated the Project's potential health risk impacts. The DEIR substantiates that Project-source air pollutant emissions, both individually and cumulatively would not result in any significant health risk impacts affecting either future residential receptors on site or sensitive receptors in the surrounding community. Accordingly, no revision to the DEIR is warranted pursuant to this comment.

E-4 The commenter provides citations to pages 40, 41, and 233 of the DEIR. As these footnotes do not identify any deficiencies with the DEIR, no revision to the DEIR is warranted pursuant to these footnotes.

E-5 The commenter states that the proposed residential area in Planning Area 2 (which may ultimately be developed as a church, and thus may not include any residential uses) would be within 500 feet of the I-10 freeway, and notes that CARB guidance suggests that air pollution levels and attendant health risk impacts are significantly higher within 500 feet of freeways.

First, it should be noted that the purpose of environmental review under CEQA is to evaluate the impacts of a project on the environment rather than the impacts of the environment on a project. See the response to Comment E-3 regarding "reverse CEQA" analysis. Specifically, Section 15126.2(a) of the CEQA Guidelines states that an EIR must analyze "any significant environmental effects the project might cause or risk exacerbating by bringing development and people into the area affected." Thus, CEQA does not require an analysis of the impact of existing environmental conditions on a proposed project. As such, potential health-risk impacts to future Project residents resulting from the site's proximity to the I-10 freeway are outside of the scope of required CEQA analysis. Indeed, the existence of the I-10 – long part of the existing environment – would be obvious to any future resident prior to choosing to reside at the Project site.

Notwithstanding, the Project's potential to contribute to localized air quality impacts in the area, including health risk impacts, already is evaluated in EIR Subsection 4.3, *Air Quality*, which demonstrates that the Project's cancer and non-cancer related health risk impacts would be less than significant under all scenarios evaluated, including all impacts on future Project residents, and further demonstrates that the Project's localized air quality impacts would be reduced to less-than-significant levels with implementation of the mitigation measures identified in EIR Subsection 4.3. See also the response to Comment E-3. Thus, the EIR demonstrates that there would not be health risk impacts on future residents of the Project, even though that was not required to be studied. Accordingly, no revision to the DEIR is warranted pursuant to this comment.

E-6 The commenter recommends that the City follow CARB and South Coast Air Quality Management District (SCAQMD) land-use guidance to reduce potential impacts on public health and sensitive receptors, and provides summaries of CARB's *Air Quality and Land Use Handbook: A Community Health Perspective*, and SCAQMD's *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*. The potential health risk implications of the proposed Project

are appropriately and adequately addressed in DEIR Subsection 4.3, *Air Quality*, as noted in the preceding responses to Comments E-3 and E-5. Specifically, the DEIR substantiates that Project-source air pollutant emissions, both individually and cumulatively, would not result in any significant health risk impacts affecting either future on-site sensitive receptors or sensitive receptors in the surrounding community. Pursuant to Section 15126.4(a)(3) of the CEQA Guidelines, "[m]itigation measures are not required for effects which are not found to be significant." Accordingly, no revision to the DEIR is warranted pursuant to this comment.

E-7 The commenter states that it is unclear whether the Project will include high-cube cold storage warehouse uses, recommends that the Lead Agency revise the Project description in the FEIR to clarify, and suggests that the Lead Agency update the emission calculations to include TRU emissions, if TRUs are indeed part of the Project. The commenter is referred to DEIR subsection 3.6.2, which explicitly notes that the Project's warehouse buildings would operate either as high-cube warehouses or as high-cube parcel hub warehouses and would not include any high-cube cold storage warehouse uses. Additionally, high-cube cold storage warehouse uses are explicitly prohibited pursuant to the proposed Oak Valley North Specific Plan ("OVNSP"; refer specifically to subsection 5.4.1, *Permitted, Conditional and Ancillary Uses*, within OVNSP Chapter 5, *Development Regulations*). The City of Calimesa would review future implementing development on site for conformance to the OVNSP development regulations, including the prohibition on high-cube cold storage warehouse uses. Accordingly, no revision to the DEIR is warranted pursuant to this comment, as the commenter's concerns related to high-cube cold storage warehouse uses are obviated by the prohibition of that use included in the OVNSP.

E-8 The commenter's footnotes to Comment E-6 are acknowledged, which include citations to the CARB Air Quality and Land Use Handbook, CARB's technical advisory, and the South Coast AQMD Guidance Document. No further response is required.

E-9 The commenter identifies two other existing warehouses within one mile of the Project site and recommends that the Lead Agency, at a minimum, qualitatively analyze the potential cumulative impacts of air toxics, as well as quantitatively analyze the impacts if desired. First, the commenter is referred to the discussion and analysis of the Project's cumulatively-considerable air quality impacts as provided in DEIR Subsection 4.3.5. As noted therein:

> "Proximity to sources of toxics is critical to determining the impact. In traffic-related studies, the additional non-cancer health risk attributable to proximity was seen within 1,000 feet and was strongest within 300 feet. California freeway studies show about a 70-percent drop-off in particulate pollution levels at 500 feet…The 1,000-foot evaluation distance is supported by research-based findings concerning TAC emission dispersion rates from roadways and large sources showing that emissions diminish substantially between 500 and 1,000 feet from emission sources...Lastly, the Waters Bill (AB 3205) (H&SC Section, 42301.6 through 42301.9)…further evidences the propriety of considering hazardous emissions sources within a defined 1,000-foot radius…For assessing the cumulative impacts of a new source of TAC emissions associated with a project in combination with existing sources and probable future

sources, a project radius is necessary. Assessment of impacts from existing sources within 1,000 feet (zone of influence) of the new source in combination with risks and hazards from the new source is recommended." (DEIR at pp. 4.3-84 and 4.3-85)

Accordingly, the DEIR provided substantial evidence demonstrating that the consideration of cumulatively-considerable sources of potential vehicle emissions and associated air toxics, including diesel particulate matter emissions from heavy-duty trucks, appropriately was restricted to a distance of 1,000 feet, which is far less than the one-mile distance cited by this comment for the additional two warehouse uses. Furthermore, the DEIR provides a detailed discussion and evaluation of potential cumulative air toxics and potential related health risk implications, which demonstrates that such impacts would be less than significant. The commenter is referred specifically to DEIR pp. 4.3-83 through 4.3-85 and pp 31 through 35 of the Project's HRA (DEIR *Technical Appendix D*).

Further, cumulative impacts of nearby warehouse and other potential projects were nonetheless studied, and shown by the Project's cumulative project list on Table 4.0-1 of the DEIR, which consists of 19 other known and foreseeable projects in the area. The cumulative projects were specifically analyzed as part of the Project's air quality analysis (DEIR, p. 4.3-80 through -86), in addition to traffic, noise and other appropriate impact categories. (DEIR, p. 4-3.) The Project's cumulatively considerable impact related to air quality was disclosed (DEIR, p. 4.3-87, -92 through -96). No further response is necessary, and no revisions to the DEIR are warranted pursuant to this comment.

E-10 SCAQMD asserts that there is a potential underestimation of emissions from Project-related trucks due to imprecise assumptions for truck trip lengths in the air quality analysis, and asserts that the analysis should utilize a travel distance of 100 miles for trucks traveling between the Ports and the Project site. The City of Calimesa disagrees.

The Project's Air Quality Impact Analysis ("AQIA"; DEIR *Technical Appendix C*) and associated DEIR discussions comprise substantial evidence supporting the DEIR conclusions regarding the Project air quality impacts generally, and air quality impacts attributable to Project truck traffic specifically. The DEIR includes extensive detail, technical modeling employing accepted protocols, prepared by experts in the field of air quality analyses. The DEIR's analyses in all respects, including the DEIR air quality analyses, comprise substantial evidence. Here, as required under CEQA, the City of Calimesa has made a good faith effort at full disclosure of the Project truck-source air quality impacts.

With respect to the estimated trip lengths for Project trucks, the SCAQMD fails to provide any evidentiary basis for the arbitrary 100-mile distance to the Port it suggests using. In fact, this recommendation is in direct opposition to the SCAQMD's own recommended truck travel distance for warehousing projects within its jurisdiction (based on actual SCAG regional travel demand data). As noted in the DEIR *Technical Appendix C*, the air quality analysis utilized the average trip length for light-heavy (15.3-miles), medium-heavy (14.2-miles), and heavy-heavy trucks (39.9-miles), which are based on SCAQMD's recommendations outlined in their Warehouse Actions and Investments to Reduce Emissions (WAIRE) Implementation Guidelines, which was adopted by

SCAQMD in 2021 as part of Rule 2305 (see EIR *Technical Appendix C*, p. 53). The SCAQMD governing board proposed and adopted an indirect source rule in 2021 after working on this rule for years, which included a comprehensive public outreach process. The WAIRE program included a comprehensive study over the course of several years surveying the SCAG region and therefore is statistically representative of the SCAG region.[15] A truck trip distance of 100 miles to the Ports as suggested by this comment is not supported by any substantial evidence provided by the SCAQMD and contradicts published material from SCAQMD that was utilized in the underlying analysis of developing SCAQMD Rule 2305. Table 4 of the WAIRE Implementation Guidelines suggests utilizing the same trip lengths as were used in the Project's technical reports. The trip lengths for the Project were derived by weighting the average trip lengths using traffic trip percentages taken from the Project's Traffic Analysis (DEIR *Technical Appendix P*). The recommended trip length of 100 miles to the Ports as provided by this comment is not supported by any substantial evidence provided by the SCAQMD as part of the rulemaking process for Rule 2305 and the implementing WAIRE program.

Furthermore, the modeling employed in the AQIA reflects the City's understanding of the range and types of trips that would likely be generated by the Project described in Section 3.0, *Project Description*, of the Project's DEIR. Employing this information and reflecting the DEIR air quality experts' experience with similar projects in similar contexts, the AQIA then appropriately estimates Project truck trip lengths and models the resulting air pollutant emissions. The AQIA thus provides an analysis of likely air quality impacts based on the best available information and what is reasonably feasible in the context of this specific Project.

The commenter states that the Project should include a mitigation measure or Project design feature that restricts trucks from traveling a distance greater than what was analyzed in the DEIR. Such mitigation or design features are not feasible, would not demonstrably reduce the Project's impacts, and may actually increase impacts, since this could necessitate trucks making multiple trips to other regional destinations that could result in an inefficient route of travel. In these regards, the Project tenants are not known at this concept stage of development, and a measure that would restrict access to the site based on a tenant's prospective truck trip characteristics would limit potential tenancies, and may render the Project undevelopable. It is acknowledged that limiting the length of truck trips itself may diminish emissions from a certain percentage of Project traffic. However, the aggregate impacts of truck trips and truck-source emissions is as much or more a product of the total trips and their aggregate lengths, rather than the length of trips alone. The commenter states, but provides no evidence, that limiting truck trip lengths would substantially reduce truck-source emissions. Additionally, limiting truck trip lengths for the Project would arguably only redirect and increase the number of truck trips and truck trip lengths accessing other sites within the South Coast Air Basin (SCAB), with no net reduction in regional air quality impacts.

Based on the preceding discussions, additional mitigation restricting the trip lengths of Project-related trucks is unwarranted, and as such no revisions to the DEIR are warranted pursuant to this comment.

[15] https://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2021/2021-May7-027.pdf?sfvrsn=10

E-11 The commenter suggests several mitigation measures to reduce NOx and PM emissions from extended construction activities, including using electric engines and limiting the use of older engines where feasible. The commenter is referred to the extensive discussion and analysis of potential construction-related air quality impacts as presented in DEIR Subsection 4.3 under the analysis of Threshold b. (see specifically DEIR pp. 4.3-59 through 4.3-61 and p. 4.3-67, et. al). As noted therein, emissions associated with Project-related construction activities would not exceed any of the SCAQMD Regional Thresholds of Significance. Pursuant to Section 15126.4(a)(3) of the CEQA Guidelines, "[m]itigation measures are not required for effects which are not found to be significant." Accordingly, no mitigation measures are necessary, and no revisions to the DEIR are warranted pursuant to this comment.

E-12 Footnotes to Comments E-9 and E-11 are acknowledged, which provides citations to the DEIR and SCAQMD's presentation related to Zero Emissions (ZE). No further response is required.

E-13 The commenter provides a suggested operational-related mitigation measure that would require on-road haul trucks to be zero-emission (ZE) or near-zero emission (NZE) when feasible, and notes that the state's clean truck rules will increase the availability of ZE and NZE trucks.

As discussed in the DEIR, commercial availability of zero-emissions long-haul vehicles is limited at present (see DEIR at pp. 4.3-30, 4.6-11 et. al). As a result, there is no evidence in the record that the proposed mitigation requiring all heavy-duty trucks to be zero-emission is technologically or financially feasible for the Project. On the contrary, there are several factors that render such a requirement infeasible. First, there is not enough electrical grid power to sustainably charge the Project's trucks. For example, one trucking company tried to electrify just 30 trucks at a terminal in Joliet, Illinois. Shortly after this plan began, local officials shut it down, commenting that it would draw more electricity than is needed to power the entire city.[16] Even more relevant, a California company attempted to electrify 12 forklifts, which require significantly less power than trucks. Local power utilities told the California company that it was not possible.[17] In a May 2023 report by Resources for the Future, titled *Medium- and Heavy-Duty Vehicle Electrification: Challenges, Policy Solutions, and Open Research Questions*, the report states that medium- and heavy-duty electric vehicles ("MHDEVs") charging (which may exceed several megawatts [MWs] of demand for large fleets) could destabilize electricity distribution systems. Additionally, due to logistical and operational barriers, MHDEVs must be comparable to diesel vehicles in model options, range, recharge time, payloads, and maintenance.[18]

However, considering current technologies, MHDEVs generally have ranges below 200 miles, versus more than 1,000 miles for diesel vehicles.[19] Additionally, recharge times are substantially longer than diesel refueling. For example, a clean diesel truck can spend 15 minutes fueling anywhere in the

[16] https://www.trucking.org/news-insights/heavy-dose-reality-electric-truck-mandates
[17] *Id.*
[18] *Id.*
[19] *Id.*

country and then travel about 1,200 miles before fueling again.[20] In contrast, today's long-haul battery electric trucks have a range of about 150-330 miles and can take up to 10 hours to charge.[21] Moreover, fleets without a charging depot will need to rely on public charging stations. In addition to the barriers described above, zero-emission trucks are much more costly to fleet owners. A new, clean-diesel long-haul tractor typically costs in the range of $180,000 to $200,000.[22] Meanwhile, a comparable battery-electric tractor – with a quarter of the range and thus requiring frequent and long hours of charging – costs upwards of $480,000.[23,24] In addition, each charging station installation can exceed $100,000[25] and public charging stations and required infrastructure for such charging is not widely available.[26]

Additionally, there is a significant constraint in sourcing enough raw minerals needed to produce the lithium-ion batteries used in zero-emission trucks. For example, tens of millions of tons of cobalt, graphite, lithium, and nickel will need to be produced.[27] It is estimated that it could take up to 35 years to acquire all the minerals needed to generate enough truck batteries for current levels of global production.[28] Additionally, expanding capacity and sourcing this amount of material creates environmental effects, that in some respects could exceed the emissions of current clean-diesel trucks.[29]

Finally, California's zero-emission trucking regulations have been challenged by numerous other states as an unconstitutional restraint on interstate commerce, and are at least partially unenforceable while the legal challenges are pending, and could ultimately be determined to be unlawful. Thus, the City finds that a measure requiring all Project trucks to consist of ZE or NZE vehicles would not be feasible.

Notwithstanding the foregoing, DEIR Mitigation Measure 4.3-5 promotes use of alternative fuels and supports clean truck fleets as means of generally reducing Project vehicular-source emissions. The DEIR also includes measures that would reduce heavy-duty vehicle emissions to the extent feasible consistent with current regulations and feasibly available technologies. Specifically, Mitigation Measure MM 4.3-1 requires the provision of Electric Vehicle (EV) charging station infrastructure for heavy-duty trucks. Mitigation Measure 4.3.8(e) requires that all diesel-fueled Medium-Heavy Duty Trucks ("MHDT") and Heavy-Heavy Duty Trucks ("HHD") accessing the site use year CARB 2010 or newer engines. Accordingly, a measure requiring all Project trucks to be ZE or NZE would not be

[20] *Id.*
[21] *Id.*
[22] *Id.*
[23] *Id.*
[24] *Id.*
[25] https://media.rff.org/documents/Report_23-03_v3.pdf
[26] https://www.ccjdigital.com/alternative-power/battery-electric/article/15545697/charging-forward-with-electric-truck-charging-stations
[27] https://www.trucking.org/news-insights/heavy-dose-reality-electric-truck-mandates
[28] *Id.*
[29] *Id.*

feasible, and the DEIR mitigation measures equivalent to if not superior to the measure offered by the commenter. No revision to the DEIR is warranted pursuant to this comment.

E-14 The commenter provides a mitigation measure that would require a phase-in schedule incentivizing the use of clean trucks, and notes that SCAQMD staff is available to discuss such truck technologies and programs. The commenter is referred to the response to Comment E-13, which explains why a measure requiring all Project trucks to consist of ZE or NZE vehicles would not be feasible. Notwithstanding, DEIR Mitigation Measure MM 4.8-11 would promote and provide incentives for use of alternative fuels and support of "clean" truck fleets. The commenter provides no indication of how the suggested measure would demonstrably or substantially reduce the Project impacts beyond the reductions achieved through measures already incorporated in the DEIR. The City of Calimesa finds that the DEIR mitigation measures are equivalent to if not superior to the measure offered by the commenter. Accordingly, no revision to the DEIR is warranted pursuant to this comment.

E-15 The commenter recommends imposing a mitigation measure that would limit the daily number of trucks allowed at the Project to levels analyzed in the FEIR, and urges the Lead Agency to re-evaluate the Project through CEQA if higher numbers of daily truck trips are anticipated. The commenter implies that the Project as proposed would somehow generate substantive truck traffic beyond that evaluated and addressed in the EIR; and that mitigation is required, in effect, to ensure that the EIR Project (not some other undefined project) ultimately is implemented.

Note first that the EIR truck traffic generation estimates reflect the Project as defined in the EIR, and further that the EIR truck traffic generation estimates comply with accepted and vetted trip generation modeling methodologies and protocols (refer to Section 4.1, *Project Trip Generation*, of the Project's Traffic Analysis [TA], which was included as DEIR *Technical Appendix P*). The City of Calimesa, through implementation of the EIR's mitigation measures and established design review and development permit processes, would ensure that future development on the Project site would be consistent with the Project described and evaluated in the EIR. To assume that truck traffic generated by the implemented Project would differ substantively from the Project evaluated in the EIR is speculative.

Secondly, the TA trip generation estimates are in total conservative, and likely overstate rather than understate the Project's potential truck traffic impacts (see pp. 50 and 80 of the Project's TA, DEIR *Technical Appendix P*). Air quality impacts based on these trip generation estimates are similarly conservative, and likely overstate rather than understate the Project's truck-source air quality impacts. In this manner, the EIR analyses and significance determinations already account for the Project's likely maximum possible impacts. To assume that traffic and air quality impacts generated by truck traffic under the implemented Project would differ substantively from what is evaluated and disclosed in the EIR is speculative.

The speculative increased truck traffic condition suggested by the commentor is not the Project being proposed, and is not the Project the City of Calimesa is considering for approval. To presuppose mitigation requiring environmental re-evaluation based on the commentor's speculative condition is

unwarranted. Moreover, the commenter's increased truck traffic condition is speculative and undefined. Any mitigation to address this condition would be ambiguous and unenforceable (e.g., how and on what basis would the Lead Agency "anticipate" higher daily truck volumes?; What constitutes "higher daily truck volumes? Etc.)

Lastly, any substantive revisions or changes to any aspect of the Project evaluated in the EIR would be reviewed by the Lead Agency as required under CEQA. This alone obviates the need for the measure offered by the commentor. Accordingly, and for the foregoing reasons, no revisions to the DEIR are warranted pursuant to this comment.

E-16 The commenter offers a mitigation measure that would provide infrastructure for electric vehicle charging, including charging stations and appropriately-sized electrical panels, and requests the provision of electrical hookups for truckers to plug in any onboard auxiliary equipment. First, and as noted in the response to Comment E-7, high-cube cold storage warehouse uses are prohibited pursuant to the proposed Oak Valley North Specific Plan ("OVNSP"; refer specifically to subsection 5.4.1, *Permitted, Conditional and Ancillary Uses*, within OVNSP Chapter 5, *Development Regulations*). Thus, Project-related trucks would not include any onboard auxiliary equipment that would require electrical power. Notwithstanding, the commenter is referred to the mitigation measures presented in DEIR subsection 4.3.8. For example, Mitigation Measure MM 4.3-1 requires the generation of on-site renewable energy (e.g., solar panels). Mitigation Measure 4.3-2 specifically requires the provision of truck trailer electric charging stations at each of the Project's proposed warehouse buildings. Mitigation Measure MM 4.3-3 requires the provision of Electric Vehicle (EV) charging stations equal to a minimum of 5% of the total number of passenger vehicle parking spaces. The commenter provides no indication of how the suggested measure would demonstrably or substantially reduce the Project impacts beyond the reductions achieved through measures already incorporated in the DEIR. The mitigation measures presented in the DEIR are equivalent to if not superior to the measure offered by the commenter. Accordingly, no revision to the DEIR is warranted pursuant to this comment.

E-17 The commenter provides several mitigation measures for operational air quality impacts from other operational area-source emissions. However, the inclusion of the mitigation measures recommended by this comment is not warranted for the following reasons. With respect to solar energy, the commenter is referred to Mitigation Measure MM 4.3-1 in DEIR Subsection 4.3, *Air Quality*, which has been modified to ensure that the Project's warehouse buildings would have the maximum number of solar photovoltaic panels that can be accommodated based on the available space on the building rooftops and other potential constraints, and it would not be feasible to require more solar photovoltaic panels than already is required by Mitigation Measure MM 4.3-1. With respect to the use of light-colored paving and roofing materials, the commenter is referred to DEIR Mitigation Measure MM 4.8-2(2), which requires that "[t]he rooftops of the office portions of the warehouse building not covered with photovoltaic panels shall be constructed with light colored roofing material with a solar reflective index ("SRI") of not less than 78. This material shall be the minimum solar reflective rating of the roof material for the life of the building. Prior to issuance of building permits, the City shall verify that the roofing material complies." Finally, the commenter's suggestion to

require only Energy Star heating, cooling, and lighting devices and appliances already is a requirement of the 2022 version of the California Energy Code (Title 24, Part 6). Moreover, the commenter is referred to DEIR Mitigation Measure MM 4.8-5, which requires the Project to achieve a minimum 10% increase in efficiency for the building envelope's energy demand (compared to the baseline condition level of efficiency without the implementation of these measures) and a 12% savings in indoor water use (compared to the baseline), and includes eight separate measures to achieve these targets. Accordingly, the City finds that the commenter's suggested measures already have been imposed on the Project, and/or already are required pursuant to State regulations. No revision to the DEIR is warranted pursuant to this comment.

E-18 The footnote to Comment E-11 is acknowledged, which provides a citation to the SCAQMD CEQA Air Quality Analysis Handbook. This footnote is acknowledged; no further response is required.

E-19 The commenter provides design considerations for reducing air quality and health risk impacts, including marking truck routes, designing truck entrances and exits to face away from sensitive receptors, and designing the Project such that truck traffic, check-in points, and overnight parking are inside the Project site. The commenter is referred to DEIR Mitigation Measure MM 4.3-8, which already imposes requirements to clearly mark entry and exit points for trucks and service vehicles, and includes a requirement to preclude off-site queuing issues associated with Project-related truck traffic by accommodating adequate on-site parking and approach driveway queuing lengths and by including a requirement that lease agreements shall specify that commercial trucks shall not be permitted to park in the public road right-of-way or nearby residential areas. As shown on the Project's application materials, all driveways that would serve Project-related truck traffic have been oriented towards Calimesa Boulevard and away from sensitive receptors in the surrounding area. With respect to truck routes, all driveways that would serve Project-related truck traffic would be oriented towards Calimesa Boulevard, with a majority of Project-related truck traffic being routed north and south to the Interstate 10 (I-10) interchanges at Singleton Road and Cherry Valley Boulevard. Thus, the mitigation measures requested by the commenter already have either been incorporated into the Project design, or would be assured through mandatory compliance with the mitigation measures identified in the Project's DEIR. Additionally, the commenter is referred to the various mitigation measures identified by the Project's DEIR to reduce the Project's air quality emissions to the maximum feasible extent, including Mitigation Measures MM 4.3-1 through MM 4.3-8 and Mitigation Measures MM 4.8-1 through MM 4.8-14, all of which were imposed on the Project to reduce the Project's operational-related air quality emissions. No revision to the DEIR is warranted pursuant to this comment. The DEIR mitigation measures equivalent to if not superior to the measure offered by the commenter. Further, as substantiated in the DEIR, the Project would not result in any significant localized air quality impacts or health risk impacts. Accordingly, no revision to the DEIR is warranted pursuant to this comment.

E-20 The commenter suggests that the City conduct a review of several resources, including the Department of Justice publication, Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act; the SCAQMD 2022 Air Quality Management Plan (AQMP); and the United States Environmental Protection Agency's (EPA)

publication, Mobile Source Pollution – Environmental Justice and Transportation. The commenter further requests the incorporation of additional mitigation measures as applicable based on a review of these publications. The City of Calimesa has reviewed the references cited by SCAQMD in this comment and has considered SCAQMD's mitigation recommendations as outlined in this comment letter. As substantiated in the responses to this comment letter, the DEIR mitigation appropriately responds to and addresses the Project's potentially significant impacts, and no additional feasible mitigation measures are available to further reduce the Project's significant and unavoidable air quality impacts. Accordingly, no revision to the DEIR is warranted pursuant to this comment.

E-21 The commenter reiterates concerns about public health impacts on existing and new sensitive receptors and recommends guidance for the City to review, including CARB's publication, Air Quality Land Use and Handbook: A Community Health Perspective, and CARB's technical advisory entitled, CARB's Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways technical advisory. The commenter is referred to the discussion and analysis of Threshold c. in DEIR Subsection 4.3, *Air Quality*. As demonstrated therein, and as substantiated in the Project's Health Risk Assessment (HRA) that was included as DEIR *Technical Appendix D*, implementation of the Project, including any of the three land use Scenarios evaluated in the DEIR, would not expose any nearby sensitive receptors to cancer or non-cancer related health effects exceeding the SCAQMD's thresholds of significance of 10 in one million and 1.0, respectively, including future receptors, which were studied despite no requirement to do so. Pursuant to Section 15126.4(a)(3) of the CEQA Guidelines, "[m]itigation measures are not required for effects which are not found to be significant." Accordingly, no revision to the DEIR is warranted pursuant to this comment.

E-22 The footnotes to Comment E-20 are acknowledged, which provide references to the Department of Justice publication, Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act, the SCAQMD 2022 AQMP, and the EPA's publication, Mobile Source Pollution - Environmental Justice and Transportation. Please refer to the response to Comment E-20. No further response is required.

E-23 The commenter identifies strategies to reduce impacts on residential receptors, including the provision of HVAC systems with enhanced filtration units to reduce residential receptor exposure to particulate matter, and recommends imposing a requirement for the installation of filtration units and for the replacement of filter units over time. The commenter is referred to the discussion and analysis of Threshold c. in DEIR Subsection 4.3, *Air Quality*. As demonstrated therein, and as substantiated in the Project's Health Risk Assessment (HRA) that was included as DEIR *Technical Appendix D*, implementation of the Project, including any of the three land use Scenarios evaluated in the DEIR, would not expose any nearby sensitive receptors to cancer or non-cancer related health effects exceeding the SCAQMD's thresholds of significance of 10 in one million and 1.0, respectively. Pursuant to Section 15126.4(a)(3) of the CEQA Guidelines, "[m]itigation measures are not required for effects which are not found to be significant." Accordingly, no revision to the DEIR is warranted pursuant to this comment.

E-24 The footnotes to Comments E-21 and E-23 are acknowledged, which provides reference citations to CARB's Air Quality and Land Use Handbook, CARB's publication, Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways, an EPA website related to Minimum Efficiency Reporting Value (MERV), and two publications from the SCAQMD related to air filtration applications. The commenter is referred to the responses to Comments E-21 and E-23. No further response is required.

E-25 The commenter cites SCAQMD rules and regulations, and notes that a permit may be required for the Project if the Project were to include any stationary or portable sources, including but not limited to emergency generators, fire water pumps, and boilers, and notes that as a Responsible Agency under CEQA, SCAQMD only may rely on the Project's EIR in issuing permits if the SCAQMD finds that the Project's EIR adequately complies with CEQA. This comment is acknowledged. The DEIR acknowledges that permits from the SCAQMD may be required in the event that any stationary equipment is proposed, as noted in DEIR Table 3-1. The City further acknowledges that in the event that any such permits are needed, SCAQMD is obligated to ensure that the Project's EIR contains a sufficient project description and analysis in order to be relied upon for the issuance of any discretionary approvals that may be needed for air permits. For the reasons noted herein, the Project's DEIR included a comprehensive description of the proposed Project and the analysis presented throughout the DEIR fully complies with all CEQA requirements. No further response is necessary.

E-26 The footnotes to Comment E-25 are acknowledged, which provide reference citations to several SCAQMD rules, including Rules 203, 401, 402, 403, 1110.2, 1113, 1166, 1179, 1401, 1466, and 1470 as well as SCAQMD's Regulation XIII. The commenter is referred to the response to Comment E-25. No further response is necessary.

E-27 The commenter recommends that the FEIR be revised to include a discussion of all new stationary and portable equipment requiring SCAQMD air permits, evaluate the impacts of the equipment, and identify SCAQMD as a Responsible Agency. The DEIR acknowledges that permits from the SCAQMD may be required in the event that any stationary equipment is proposed, as noted in DEIR Table 3-1. However, the future tenants of the Project's proposed warehouse buildings are not known at this time, and as such it is not known what types of stationary equipment, if any, may be proposed as part of future tenant improvements. Thus, any analysis of potential impacts from such stationary equipment would be speculative (see CEQA Guidelines Section 15145). The commenter also is referred to the response to Comment E-25. Accordingly, no revision to the DEIR is warranted pursuant to this comment.

E-28 The commenter makes closing remarks and requests that the Lead Agency provide SCAQMD with responses to all comments at least 10 days prior to certification of the FEIR in accordance with CEQA Guidelines Section 15088(b), and notes again that pursuant to CEQA Guidelines Section 15088(c) the City is required to provide detailed reasons supported by substantial evidence in the record to explain why specific comments and suggestions are not accepted. This comment is acknowledged. The commenter is referred to the responses to Comments E-2 through E-27, which provides detailed reasons supported by substantial evidence as to why suggestions from the commenter were not

incorporated into the Project's design, or why revisions to the DEIR, including the commenter's suggested mitigation measures, were not incorporated into the FEIR. Additionally, a copy of the Final EIR, which includes the responses to SCAQMD's comments, will be provided to the commenter at the contact information provided no less than 10 days prior to certification of the Project's EIR. No further response is necessary.

Comment Letter F

RE: Notice of Availability - Oak Valley North Draft EIR

Robert Vestal <rvestal@beaumontca.gov>
Fri 4/5/2024 9:23 AM

To:Kelly Lucia <klucia@cityofcalimesa.net>;Mike Thornton <MThornton@cityofcalimesa.net>
Cc:Carole Kendrick <CKendrick@beaumontca.gov>;Christina Taylor <Ctaylor@beaumontca.gov>;Essam Dolah <edolah@beaumontca.gov>

2 attachments (5 MB)
Calimesa - Oak Valley North PW Comments 7.19.23.docx; NOA Oak Valley North 2024-03-18.pdf;

Hi Kelly,

The City of Beaumont is requested to review the TIA and scoping agreement for the subject project. Attached is a previous comment letter for your consideration. Thanks. F-1

Sincerely,
ROBERT L. VESTAL
Director of Public Works |City Engineer

City of Beaumont
550 E. 6th Street, Beaumont, CA 92223
Desk (951) 769-8522 | Fax (951) 769-8526

From: Kelly Lucia <klucia@cityofcalimesa.net>
Sent: Thursday, March 21, 2024 4:00 PM
To: Kelly Lucia <klucia@cityofcalimesa.net>
Subject: Notice of Availability - Oak Valley North Draft EIR

Good afternoon,

Please find attached the Notice of Availability for the Oak Valley North Draft EIR. This document will be available for public review for 45 days from March 22, 2024-May 6,2024.

Thank you,

Kelly Lucia, M. URP

Planning Director

Cell **909.809.8778 (preferred)**

Office **909.795.9801 ext. 229**

Email **klucia@cityofcalimesa.net**

CITY OF BEAUMONT
550 E. 6th Street, Beaumont, CA 92223
Phone (951) 769-8520 Fax (951) 769-8526
BeaumontCa.gov

PUBLIC WORKS COMMENTS

DATE: July 19, 2023 REVIEWER: Robert L. Vestal PC# 1

PROJECT No: Calimesa – Oak Valley North PROJECT TYPE: Miscellaneous

PROJECT DESCRIPTION: The Project entails the proposed subdivision of ± 110.2 gross acres and the foreseeable development of business park uses on ± 95.5 acres, high- density residential and/or church land uses on ± 11.2 acres, and ± 3.4 acres of public roadway. F-2

The Public Works Department has completed a review of the indicated plans. It is imperative that the Applicant/Preparer address all plan check comments and prepare a response letter corresponding to the following itemized comments. The response letter should summarize the changes made or provide additional information as to why the comment was not addressed. F-3

No.	Sheet No.	Comment
1	--	The City of Beaumont is requesting to review the Traffic Impact Analysis. F-4
2	--	The City of Beaumont requests the following intersections be reviewed and discussed in the TIA: 1. Oak Valley Parkway and I-10 2. Beaumont Avenue and I-10 3. Oak Valley Parkway and Beaumont Avenue 4. Charry Valley Blvd and Beaumont Avenue. F-5

Letter F Responses to Comments from City of Beaumont

F-1 The commenter states that the City of Beaumont requests to review the Project's traffic analysis (TA) technical report and associated scoping agreement, and attaches a previous comment letter for consideration. A copy of the Project's TA was included as *Technical Appendix P* to the Project's DEIR, and was made available during the DEIR's 45-day public review period. As this comment does not identify any deficiencies with the TA that was included in the DEIR's technical appendices, no further response is required.

F-2 The commenter provides a summary of the Project's description. It should be noted that the commenter's summary of ±95.5 business park acreage is slightly incorrect; the Project consists of business park uses on approximately ±95.6 net acres. The remaining portions of this comment accurately describe the proposed Project; no further response is required.

F-3 The commenter requests that the applicant address the comments identified below as Comments F-4 and F-5, and requests a written response to the City of Beaumont's comments. The commenter is referred to the responses to Comments F-4 and F-5. No further response is necessary.

F-4 The commenter requests to review the Project's Traffic Analysis. As noted in the response to Comment F-1, a copy of the Project's TA was included as *Technical Appendix P* to the Project's DEIR, and was made available during the DEIR's 45-day public review period. As this comment does not identify any deficiencies with the TA that was included in the DEIR's technical appendices, no further response is required.

F-5 The commenter requests that the following intersections are reviewed and discussed in the Project's TA technical report: Oak Valley Parkway at I-10; Beaumont Avenue at I-10; Oak Valley Parkway at Beaumont Avenue; and Cherry Valley Boulevard at Beaumont Avenue. Per the City of Calimesa traffic analysis guidelines, the study area includes intersections where the Project is anticipated to contribute 50 or more peak hour trips. Relevant discussion from the Project's Traffic Analysis ("TA"; DEIR *Technical Appendix P*) is excerpted below:

> *The 17 study area intersections shown on [TA] Exhibit 1-2 and listed in [TA] Table 1-1 were selected for evaluation in this TA based on consultation with City of Calimesa staff. At a minimum, the study area includes intersections where the Project is anticipated to contribute 50 or more peak hour trips per the City's Guidelines. The "50 peak hour trip" criterion represents a minimum number of trips at which a typical intersection would have the potential to be affected by a given development proposal. The 50 peak hour trip criterion is a traffic engineering rule of thumb that is accepted and used throughout the City for the purposes of estimating a potential area of influence (i.e., study area).* (see p. 6 of the Project's TA in DEIR *Technical Appendix P*).

The intersections listed by the commenter do not qualify under the "50 or more peak hour trips" criteria identified above and were therefore not evaluated in the TA. Note further that the TA was

prepared in order to provide the City of Calimesa (City) with an indication of current and future Level of Service (LOS) conditions in the Study Area. However, pursuant to CEQA Guidelines Section 15064.3(a), "…a project's effect on automobile delay shall not constitute a significant environmental impact." Based on the preceding, because the Project's TA evaluates study area intersections consistent with the City of Calimesa requirements, no revisions to the Project's TA are warranted pursuant to this comment. Accordingly, no revisions to the Project's DEIR are necessary based on this comment.

COMMENT LETTER G

JASON E. UHLEY
General Manager-Chief Engineer

1995 MARKET STREET
RIVERSIDE, CA 92501
951.955.1200
951.788.9965 FAX
www.rcflood.org

RIVERSIDE COUNTY FLOOD CONTROL
AND WATER CONSERVATION DISTRICT

255725

April 16, 2024

City of Calimesa
908 Park Avenue
Calimesa, CA 92320

Attention: Kelly Lucia

Re: Oak Valley North SP, GPA 22-03; ZC 22-01, SPA AREA 4; EA 22-02; TPM 38589; DPR 22-05/CUP 22-02; DPR 22-06/CUP 22-03, and DPR 22-07/CUP 22-04, APNs 413-260-018, 413-280-021, 413-280-037, 413-280-018, 413-280-027, 413-280-030, 413-280-036, 413-280-016, and 413-260-025

The Riverside County Flood Control and Water Conservation District (District) does not usually review land divisions/land use cases or provide State Division of Real Estate letters/flood hazard reports for projects that are located within incorporated cities. Exceptions are made for cases with items of specific interest to the District including District Master Drainage Plan facilities, other regional flood control and drainage facilities which could be considered a logical component or extension of a master plan system, and District Area Drainage Plan fees (development mitigation fees).

G-1

The District's review is based on the above-referenced project transmittal, received March 25, 2024. The District **has not** reviewed the proposed project in detail, and the following comments do not in any way constitute or imply District approval or endorsement of the proposed project with respect to flood hazard, public health and safety, or any other such issue:

☐ This project would not be impacted by District Master Drainage Plan facilities, nor are other facilities of regional interest proposed.

☐ This project involves District proposed Master Drainage Plan facilities, namely, _____. The District will accept ownership of such facilities on written request by the City. The Project Applicant shall enter into a cooperative agreement establishing the terms and conditions of inspection, operation, and maintenance with the District and any other maintenance partners. Facilities must be constructed to District standards, and District plan check and inspection will be required for District acceptance. Plan check, inspection, and administrative fees will be required. All regulatory permits (and all documents pertaining thereto, e.g., Habitat Mitigation and Monitoring Plans, Conservation Plans/Easements) that are to be secured by the Applicant for both facility construction and maintenance shall be submitted to the District for review. The regulatory permits' terms and conditions shall be approved by the District prior to improvement plan approval, map recordation, or finalization of the regulatory permits. There shall be no unreasonable constraint upon the District's ability to operate and maintain the flood control facility(ies) to protect public health and safety.

G-2

☒ If this project proposes channels, storm drains larger than 36 inches in diameter, or other facilities that could be considered regional in nature and/or a logical extension a District's facility, the District would

consider accepting ownership of such facilities on written request by the City. The Project Applicant shall enter into a cooperative agreement establishing the terms and conditions of inspection, operation, and maintenance with the District and any other maintenance partners. Facilities must be constructed to District standards, and District plan check and inspection will be required for District acceptance. Plan check, inspection, and administrative fees will be required. The regulatory permits' terms and conditions shall be approved by the District prior to improvement plan approval, map recordation, or finalization of the regulatory permits. There shall be no unreasonable constraint upon the District's ability to operate and maintain the flood control facility(ies) to protect public health and safety.

G-2 (CONT.)

☐ An encroachment permit shall be obtained for any construction related activities occurring within District right of way or facilities, namely, _____. If a proposed storm drain connection exceeds the hydraulic performance of the existing drainage facilities, mitigation will be required. For further information, contact the District's Encroachment Permit Section at 951.955.1266.

☒ The District's previous comments dated August 22, 2023 are still valid.

GENERAL INFORMATION

This project may need to obtain an applicable National Pollutant Discharge Elimination System (NPDES) permit coverage from the State Water Resources Control Board or the California Regional Water Quality Control Board. Clearance for grading, recordation, or other final approval should not be given until the City has determined that the project has been granted a permit or is shown to be exempt.

G-3

If this project involves a Federal Emergency Management Agency (FEMA) mapped floodplain, then the City should require the applicant to provide all studies, calculations, plans, and other information required to meet FEMA requirements, and should further require that the applicant obtain a Conditional Letter of Map Revision (CLOMR) prior to grading, recordation, or other final approval of the project and a Letter of Map Revision (LOMR) prior to occupancy.

G-4

The project proponent shall bear the responsibility for complying with all applicable mitigation measures defined in the California Environmental Quality Act (CEQA) document (i.e., Negative Declaration, Mitigated Negative Declaration, Environmental Impact Report) and/or Mitigation Monitoring and Reporting Program, if a CEQA document was prepared for the project. The project proponent shall also bear the responsibility for complying with all other federal, state, and local environmental rules and regulations that may apply.

G-5

If a natural watercourse or mapped floodplain is impacted by this project, the City should require the applicant to obtain a Section 1602 Agreement from the California Department of Fish and Wildlife and a Clean Water Act Section 404 Permit from the U.S. Army Corps of Engineers, or written correspondence from these agencies indicating the project is exempt from these requirements. A Clean Water Act Section 401 Water Quality Certification may be required from the local California Regional Water Quality Control Board prior to issuance of the Corps 404 permit.

G-6

Very truly yours,

Amy McNeill

AMY MCNEILL
Engineering Project Manager

Attachment
EM:sm

Letter G Responses to Comments from Riverside County Flood Control and Water Conservation District (RCFCWCD)

G-1 The commenter provides introductory comments, describes the role of the Riverside County Flood Control and Water Conservation District (RCFCWCD), and notes their typically minimal role in commenting on land divisions/land use cases. This comment is acknowledged. No further response is required.

G-2 The commenter states that if the Project proposes channels, storm drains larger than 36 inches in diameter, or other facilities that would be considered regional or a logical extension of RCFCWCD's facilities, the RCFCWCD would consider accepting ownership of facilities upon City request. It is the City's understanding that the Project Applicant has met with the RCFCWCD to discuss the proposed Project, at which time the Project Applicant noted that the Project would include facilities larger than 36-inches in diameter and that would be conveyed to the RCFCWCD for ownership and maintenance. The commenter provides additional information regarding applicant coordination with the District. The commenter also asserts that their previous comments, dated August 22, 2023, are still valid. The RCFCWCD's August 22, 2023, comment letter on the Project's Notice of Preparation (NOP) is acknowledged, and the comments contained therein were considered during the preparation of the Project's DEIR. The currently-provided comments are acknowledged; however, as these comments do not affect any of the discussion or analysis presented in the DEIR, no revision to the DEIR is warranted pursuant to this comment.

G-3 The commenter states that an NPDES permit may be needed and that the City should determine whether the Project has obtained a permit or is shown to be exempt before final approval is given by the City. These requirements are acknowledged, as DEIR Table 3-1 specifically identifies the RCFCWCD as a Responsible Agency for issuance of a Project NPDES permit, and the applicable NPDES requirements are discussed in extensive detail in DEIR Subsection 4.10, *Hydrology and Water Quality*. As the DEIR already acknowledges the requirement for the Project Applicant to obtain an NPDES permit and already identifies the RCFCWCD as a Responsible Agency, no revision to the DEIR is warranted pursuant to this comment.

G-4 The commenter states that if the Project involves a Federal Emergency Management Agency (FEMA) mapped floodplain, the City should require the applicant to provide all information required to meet FEMA requirements and that the applicant should obtain a Conditional Letter of Map Revision (CLOMR) and a Letter of Map Revision (LOMR). The commenter is referred to the discussion and analysis of Threshold d. in DEIR Subsection 4.10, *Hydrology and Water Quality*, which notes that pursuant to FEMA FIRM No. 06065C0785G, the Project site is located within Flood Zone X (unshaded), which includes "[a]reas determined to be outside the 0.2% annual chance floodplain." As such, the Project would not require issuance of a CLOMR or LOMR, and no revision to the DEIR is warranted pursuant to this comment.

G-5 The commenter states that the project proponent is responsible for complying with all applicable CEQA requirements and all federal, State, and local environmental rules and regulations that may

apply. This comment is acknowledged, and the DEIR identifies a large number of federal, State, and local environmental rules that would apply to the proposed Project. Additionally, the Project's EIR was prepared in full compliance with CEQA. No further response is necessary.

G-6 The commenter states that if a natural watercourse or floodplain is impacted by the Project, the applicant should obtain the appropriate agreements and requirements or correspondence indicating the Project is exempt from these requirements. With respect to floodplains, the commenter is referred to the response to Comment G-4. With respect to permits related to the Project's impacts to jurisdictional water courses, the commenter is referred to the discussion and analysis of potential impacts to jurisdictional resources as presented in DEIR Subsection 4.4, *Biological Resources*. As noted therein, although no State wetlands/MSHCP riparian habitat is present and no federal waters or wetlands are present, implementation of the Project would directly impact 0.86-acre of CDFW streambed/State waters, of which 0.73-acre also are MSHCP riverine resources subject to Section 6.1.2 of the MSHCP. The DEIR imposes Mitigation Measure MM 4.4-6 and Regulatory Requirement RR 4.4-2, which the DEIR shows would reduce Project impacts to natural watercourses to less-than-significant levels. No further response is required.

Comment Letter H

Oak Valley North Project

Mauricio Alvarez <malvarez@riversidetransit.com>
Tue 4/9/2024 1:44 PM
To:Kelly Lucia <klucia@cityofcalimesa.net>
Hello Kelly,

Thank you for including Riverside Transit Agency in the development review of the Oak Valley North Project. Although we have no active routes that run near the proposed project, it is always good to plan ahead as the area continues to grow. Check out our first/last mile report (Here) for information regarding walkable developments that encourages active transportation and public transit usage. H-1

Thank you,

Mauricio Alvarez, MBA
Planning Analyst
Riverside Transit Agency
p: 951.565.5260 | e: malvarez@riversidetransit.com
Website | Facebook | Twitter | Instagram
1825 Third Street, Riverside, CA 92507

Letter H Responses to Comments from Riverside Transit Agency (RTA)

H-1 The commenter thanks the City for the opportunity to review the Project and states that there are no active routes near the Project. The commenter provides a link to the First and Last Mile Mobility Plan for more information. This comment is acknowledged, and no further response is required.

Comment Letter I

From: SCG SE Region Redlands Utility Request <SCGSERegionRedlandsUtilityRequest@semprautilities.com>
Sent: Thursday, April 4, 2024 9:28 AM
To: klucia@cityofcalimesa.net
Subject: Oak Valley North (OVN) Project (Project). State Clearinghouse No. 2022120265.
Attachments: 20240404091025.pdf

Good morning,
I just reviewed your letter regarding Oak Valley North (OVN) Project (Project). State Clearinghouse No. 2022120265.
SoCalGas does have facilities in the area. Please note on case to have Developer contact 811 / USA at DigAlert | Utility Locating California | Underground Wire & Cable Locator prior to any excavation / demolition activities so we can Locate & Mark out our facilities.
If the Developer needs new gas service, please have them contact our Builder Services group to begin the application process as soon as practicable, at https://www.socalgas.com/for-your-business/builder-services.
To avoid delays in processing requests and notifications, please have all new Franchise corespondence sent to our Utility Request inbox, at SCGSERegionRedlandsUtilityRequest@semprautilities.com

I-1

Thank you,
Josh Rubal
Lead Planning Associate
Distribution Planning & Project Management
Redlands HQ - Southeast Region
(213) 231-7978 Office
SCGSERegionRedlandsUtilityRequest@semprautilities.com

SoCalGas

1

Letter I Responses to Comments from Southern California Gas Company

I-1 The commenter states that SoCalGas has facilities in the Project area and requests that the developer contact 811 prior to excavation in order for SoCalGas to locate and mark their facilities. The commenter provides contact information regarding new gas services. This comment is acknowledged, and the Project Applicant will coordinate with SoCalGas prior to commencement of grading activities. No further response is required.

COMMENT LETTER J

BLUM, COLLINS & HO LLP
ATTORNEYS AT LAW
AON CENTER
707 WILSHIRE BOULEVARD
SUITE 4880
LOS ANGELES, CALIFORNIA 90017 (213) 572-0400

May 3, 2024

Kelly Lucia, M. URP, Planning Director
City of Calimesa – Planning Division
908 Park Avenue
Calimesa, CA 92320

VIA EMAIL TO:
klucia@cityofcalimesa.net

SUBJECT: COMMENTS ON OAK VALLEY NORTH PROJECT EIR (SCH NO. 2022120265)

Dear Ms. Lucia,

Thank you for the opportunity to comment on the Environmental Impact Report (EIR) for the proposed Oak Valley North Project. Please accept and consider these comments on behalf of Golden State Environmental Justice Alliance. Also, Golden State Environmental Justice Alliance formally requests to be added to the public interest list regarding any subsequent environmental documents, public notices, public hearings, and notices of determination for this project. Send all communications to Golden State Environmental Justice Alliance P.O. Box 79222 Corona, CA 92877.

J-1

1.0 Summary

The project proposes to amend the Land Use and Zoning designations of the project site to develop two Planning Areas. Planning Area 1 consists of the construction and operation of 982,232 square feet (sf) of warehousing uses across four individual buildings. It also allows for the development of two Trailer Storage Lots. Trailer Storage Lot 1 is 11.16 acres in size with 7.33 acres of usable space providing 5 passenger car parking stalls and 251 trailer parking stalls. Trailer Storage Lot 2 would be 27.24 acres in size with 17.09 acres of usable space providing 5 auto parking stalls and a total of 708 trailer parking stalls. Planning Area 2 proposes two development options: either a 1,200 seat church campus facility or 223 high density multifamily residential units.

J-2

The following discretionary actions are required to accommodate the proposed project:

1. General Plan Amendment (GPA) 22-03. GPA 22-03 proposes to modify the land use element of the City of Calimesa 2014 General Plan (General Plan) to change the General Plan land use

designations on the 108.2 net acre Project site from "Business Park (BP)," "Light Industrial (LI)," (76.92 acres) and "Residential Low Medium Density (RLM)" (31.26 acres) to "Business Park (BP)" and "Residential High Density (RH).

2. Zone Change (ZC) 22-01. ZC 22-01 proposes to modify the City's official zoning map as it applies to 110.2-acre Project site to change the zoning classifications from "Business Park (B-P)," "Light Industrial (L-I)," and "Residential Low Medium (R-L-M)" to a zoning classification of "Specific Plan Area 4 (SPA 4)," which would allow for the establishment and implementation of the Oak Valley North Specific Plan (SPA 4).
3. Oak Valley North Specific Plan. The Oak Valley North Specific Plan (OVNSP) proposes approximately 110.2 gross acres (106.9 net acres) and would apply two land use designations: "Business Park (BP)" on approximately 95.5 acres and "Residential High (RH)" on approximately 11.2 acres, in addition to designating 3.4 acres as "Roadway" for small portions of Calimesa Boulevard and Beckwith Avenue that fall within the OVNSP boundary. The Specific Plan Area would be divided into two (2) planning areas (Planning Area 1 and Planning Area 2) for planning purposes. Planning Area 1 would be 95.5 acres and accommodate up to 982,232 square feet (s.f.) of BP building space. Planning Area 2 would be 11.2 acres and allow up to 223 residential units at a density of up to 20 dwelling units per acre (du/ac). Places of worship also would be conditionally permitted in Planning Area 2. The Specific Plan also proposes development standards that would serve as the property's zoning and includes design guidelines for architecture, landscaping, and other physical attributes of the proposed development.
4. Tentative Parcel Map (TPM) 38589. TPM 38589 is a proposed parcel map to subdivide 110.2 gross acres into seven (7) parcels and dedicate right-of-way to the City of Calimesa for the widening of Calimesa Boulevard and Beckwith Avenue.
5. Development Plan Review (DPR) 22-05, DPR 22-06, DPR 22-07, DPR 22-08, DPR 22-09, DPR 22- 10 and Conditional Use Permit (CUP) 22-02, CUP 22-03, CUP 22-04, and CUP 22-06. The DPR and CUP applications propose development plans for the Specific Plan's Planning Area 1. One (1) trapezoidal-shaped and three (3) rectangular-shaped buildings are proposed within the southern portion of Planning Area 1 of the Specific Plan area. In addition to the four (4) proposed business park buildings, two (2) trailer storage lots are proposed along the northern portion of Planning Area 1. Each building and trailer storage lot is further described as follows:
    1. Building 1 will be 236,892 square feet in size, which includes 20,000 square feet of ancillary office. A total of 37 loading dock doors, 208 passenger vehicle parking spaces, and 31 trailer parking spaces will be provided.

J-2
(CONT.)

2. Building 2 will be 249,840 square feet in size, which includes 20,000 square feet of ancillary office. A total of 74 loading dock doors and 215 passenger vehicle parking spaces will be provided.
3. Building 3 will be 249,000 square feet in size, which includes 20,000 square feet of ancillary office. A total of 93 loading dock doors and 191 passenger vehicle parking spaces will be provided.
4. Building 4 will be 246,500 square feet in size, which includes 20,000 square feet of ancillary office. A total of 50 loading dock doors, 183 passenger vehicle parking spaces, and 79 trailer parking spaces will be provided.
5. Trailer Storage Lot 1 will be 10.04 acres in size, with 7.33 acres of usable space. A total of 254 trailer parking stalls and 5 auto parking stalls will be provided, although striping could change in final implementation.
6. Trailer Storage Lot 2 will be 27.24 acres in size, with 17.09 acres of usable space. A total of 708 trailer parking stalls and 5 auto parking stalls will be provided, although striping could change in final implementation.

J-2 (CONT.)

3.0 Project Description

The EIR does not include a floor plan, detailed elevations, or a detailed conceptual grading plan. The basic components of a Planning Application include a detailed site plan, floor plan, conceptual grading plan, written narrative, and detailed elevations. The elevations provided for the warehouse buildings do not provide any useful information, such as building materials or the building height. The grading plans have been edited for public review, meaning that the plans are not provided in their wholly accurate form and information has been removed. Notably, the grading plans exclude the earthwork quantity notes. The EIR states that, "The total mass grading quantity is estimated at 921,241cubic yards (c.y.) of cut and 726,166c.y. of fill with 195,074 c.y. of export," and there is no method for the public to verify this statement. Providing the grading plan and earthwork quantity notes is vital as it is necessary to calculate the truck hauling trips due to soil import/export during the grading phase of construction. The EIR also states that, "A receiver site for the exported earthwork was undetermined at the time this EIR was prepared but is *expected* to be within a radius of no more than 20 miles from the Project site." This is uncertain and unenforceable mitigation in violation of CEQA. The EIR must be revised to provide the precise location of the receiver site and accordingly revise all associated areas of environmental analysis to account for longer distance truck trips. A revised EIR must be prepared to include wholly accurate and adequate floor plan, grading plan, elevations, and project narrative for public review.

J-3

J-4

J-5

J-6

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4.3 Air Quality, 4.6 Energy, and 4.8 Greenhouse Gas Emissions
Please refer to attachments from SWAPE for a complete technical commentary and analysis.

The State of California lists three approved compliance modeling softwares[1] for non-residential buildings: CBECC-Com, EnergyPro, and IES VE. CalEEMod is not listed as an approved software. The CalEEMod modeling does not comply with the 2022 Building Energy Efficiency Standards and under-reports the project's significant Energy impacts and fuel consumption to the public and decision makers. Since the EIR did not accurately or adequately model the energy impacts in compliance with Title 24, it cannot conclude the project will generate less than significant impacts and a finding of significance must be made. A revised EIR with modeling using one of the approved software types must be prepared and circulated for public review in order to adequately analyze the project's significant environmental impacts. This is vital as the EIR utilizes CalEEMod as a source in its methodology and analysis, which is clearly not an approved software.

J-7

4.11 Land Use and Planning

The City's General Plan[2] states that, "Specific plans are required to be consistent with all elements of the General Plan." However, the EIR does not utilize this requirement in its analysis. The EIR relies upon approval of the Land Use and Zoning changes themselves to conclude project consistency, which is nonsensical and avoids analyzing the true impacts of the proposed changes in land use. For example, the EIR states that, "With approval of GPA No. 22-03, the Project would be fully consistent with the General Plan land use designations for the 110.2-acre property," and "The City's approval of ZC 22-01 would ensure the Project would be consistent with the proposed zoning regulations as identified in Chapter 5 of the OVNSP." These conclusions are not supported by meaningful evidence that demonstrates the proposed changes in Land Use and Zoning designation are permitted or consistent with the General Plan. This is especially notable as ZC 22-01 also proposes to change existing requirements of the City's Zoning Code:

J-8

"Modifications to the City's base B-P Zone requirements pursuant to ZC 22-01 would include a prohibition on cold storage uses and an increase in the maximum building height from 50 feet to 55 feet."

[1] California Energy Commission 2022 Energy Code Compliance Software
https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2022-building-energy-efficiency-1
[2] https://www.cityofcalimesa.net/DocumentCenter/View/163/Calimesa-General-Plan-PDF?bidId=

J-9

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Page 5

The EIR does not provide any meaningful analysis of the proposed increase in maximum building height to the B-P Zone, which would be applicable Citywide.

J-8 (CONT.)

The EIR provides the same type of cumulative analysis in concluding that, "Other developments within the City similarly would be required to demonstrate compliance with the City's General Plan, the City's Zoning Code, Connect SoCal policies, and SB 330, and also would be required to demonstrate that proposed land uses would not conflict with land uses in the surrounding areas." This conclusion is not supported by meaningful evidence and is nonsensical given any project's ability to request changes and amendments to the General Plan and Zoning Code, including those proposed by the project. The EIR must be revised to provide an adequate and accurate environmental analysis that addresses all of these issues.

J-10

Table 4.11-1 General Plan Applicability Analysis provides an erroneous and misleading consistency analysis with General Plan goals, policies, and action items. The EIR is inadequate as an informational document and a revised EIR must be prepared with an accurate consistency analysis with all General Plan goals, policies, and action items, including the following:

1. POLICY LU-15: Commercial and industrial developments shall be designed to reflect the small-town atmosphere of Calimesa, using building materials such as exposed heavy timbers, weathered wood, and new and used bricks and stone, while maintaining good planning and design principles.
2. POLICY LU-16: Discourage land use conflicts and incompatibilities by providing buffers to include, but not be limited to, landscaping, setbacks, walls/fencing, site design, architectural features, density/intensity/operation reduction, or shielding of lighting between incompatible land uses and new development.
3. POLICY LU-20: Locate land uses to achieve maximum compatibility with existing neighborhoods.
4. POLICY LU-22: Locate high-density residential developments in areas served by existing and/or planned transit routes, infrastructure, and commercial development.
5. ACTION ITEM TM-6.1: Limit access points, parking, turn lanes, and intersections of streets and highways based on the road's classification and function
6. POLICY TM-7: Seek to maintain level of service C on all City-maintained roads. A peak-hour level of service of D, or lower, may be allowed on City-maintained road segments in commercial and employment areas or any combination of major highways, urban arterials, secondary highways, or freeway ramp intersections.
7. GOAL AQ-1: Improve air quality in Calimesa.
8. GOAL AQ-2: Reduce vehicle trips and resulting emissions.
9. GOAL AQ-3: Conserve energy, fuel, and water throughout the community.
10. GOAL AQ-4: Minimize exposure of sensitive uses to air pollution.

J-11

11. GOAL AQ-5: Reduce greenhouse gas emissions and adapt to the anticipated effects of climate change.
12. POLICY AQ-1: Seek to attain or exceed the more stringent of federal or state ambient air quality standards for each regulated air pollutant.
13. ACTION ITEM AQ-1.1: Require projects that generate potentially significant levels of air pollutants, such as landfill operations or large construction projects, to incorporate best available air quality and greenhouse gas mitigation in project design. (MM)
14. POLICY AQ-2: Require appropriate and feasible transit amenities in high-density and mixed-use developments. (MM)
15. POLICY AQ-4: Adopt and implement a multi-use trail system that connects commercial, residential, and open space areas. (MM)
16. ACTION ITEM AQ-4.1: Require large development projects to include bicycle lanes, where feasible. (MM)
17. POLICY AQ-15: Separate sensitive uses such as residences, schools, parks, and day-care facilities from sources of air pollution and toxic chemicals. (MM)
18. ACTION ITEM AQ-15.2: Require proper site planning and design features to buffer and protect when physical separation of these uses is not feasible. (MM)
19. ACTION ITEM AQ-15.3: Require businesses that cause air pollution to provide pollution control measures. (MM)
20. POLICY AQ-18: Support local, regional, and statewide efforts to reduce greenhouse gas emissions. (MM)
21. ACTION ITEM AQ-18.1: Establish a goal and strategies to reduce community-wide greenhouse gas emissions by 2020 and 2035. (MM)
22. ACTION ITEM AQ-18.2: Adopt and implement Calimesa-specific actions identified in the Western Riverside Council of Governments (WRCOG) Regional Climate Action Plan. (MM)
23. GOAL SUS-1: Improve health and wellness through community design.
24. GOAL SUS-5: Reduce automobile use and fuel consumption.
25. POLICY SUS-1: The City encourages a built environment that promotes physical activity and access to healthy foods while reducing driving and pollution.
26. POLICY SUS-12: Locate high-density residential developments in areas served by existing and/or planned transit routes, infrastructure, and commercial development. (MM)

J-11 (CONT.)

The proposed project is inconsistent with the above listed items and the EIR has not attempted to analyze its lack thereof. For example, Policy LU-22: requires "Locate high-density residential developments in areas served by existing and/or planned transit routes," and the EIR states that, "Although transit service is not currently available in the immediate Project vicinity," indicating that the proposed RH land use designation is not appropriate or permitted on the project site. Further, the project's significant and unavoidable cumulatively considerable impacts to Air Quality, Greenhouse Gas Emissions, and Transportation (VMT) are directly inconsistent with several items, such as Goal AQ-1, Goal AQ-2, and Goal AQ-5. The EIR must be revised to

J-12

J-13

accurately and adequately analyze the project's consistency with all General Plan goals/policies /action items by disclosing and utilizing the project's environmental impacts in all analysis.

J-13 (CONT.)

Table 4.11-2 Analysis of Consistency with Connect SoCal Goals provides a misleading and erroneous consistency analysis with SCAG's 2020-2045 Connect SoCal RTP/SCS. Due to errors in modeling, modeling without supporting evidence (as noted throughout this comment letter and attachments), and the EIR's determination that the project will have significant and unavoidable cumulatively considerable impacts to Air Quality, Greenhouse Gas Emissions, and VMT, the proposed project is directly inconsistent with Goal 5 to reduce greenhouse gas emissions and improve air quality, Goal 6 to support healthy and equitable communities, and Goal 7 to adapt to a changing climate. The EIR must be revised to include a finding of significance due to these direct inconsistencies with SCAG's 2020-2045 Connect SoCal RTP/SCS.

J-14

The EIR does not include any information regarding the buildout conditions of the City's General Plan in order to provide an adequate and accurate environmental analysis. The EIR must be revised to provide the horizon year of the City's current adopted General Plan, the total developable building floor area analyzed within the Business Park land use designation, and cumulative development since adoption of the General Plan to ensure that the proposed project is within the General Plan EIR's analysis, particularly since the EIR tiers from the General Plan EIR.

J-15

4.14 Population and Housing

The project faces inconsistency with State Housing Element Law. Pursuant to Government Code Section 65863[3], a jurisdiction shall ensure that its housing element sites inventory "can accommodate, at all times throughout the planning period, its remaining unmet share of the regional housing need allocated pursuant to Section 65584" and "at no time…shall a city, county, or city and county by administrative, quasi-judicial, legislative, or other action permit or cause its inventory of sites identified in the housing element to be insufficient to meet its remaining unmet share of the regional housing need." Further, this Section states the following:

> "No city, county, or city and county shall, by administrative, quasi-judicial, legislative, or other action, reduce, or require or permit the reduction of, the residential density for any parcel to, or allow development of any parcel at, a lower residential density, as defined in paragraphs (1) and (2) of subdivision (g), unless the city, county, or city and county makes written findings supported by substantial evidence of both of the following:

J-16

[3] Government Code Section 65863
https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=GOV&sectionNum=65863

J-17

> (A) The reduction is consistent with the adopted general plan, including the housing element.
>
> (B) The remaining sites identified in the housing element are adequate to meet the requirements of Section 65583.2 and to accommodate the jurisdiction's share of the regional housing need pursuant to Section 65584. The finding shall include a quantification of the remaining unmet need for the jurisdiction's share of the regional housing need at each income level and the remaining capacity of sites identified in the housing element to accommodate that need by income level."

Three parcels within the project site have a General Plan land use designation of RLM that permits the development up to 7 dwelling units per acre and are also identified as sites to accommodate the RHNA within Table B-8: 2021-2029 Housing Element Candidate Housing Sites[4] within the City's Housing Element:

1. APN 413280016
Owner: Archdiocese
Acres: 16.78
Total units: 93

2. APN 413280030
Owner: Archdiocese
Acres: 2.06
Total units: 11

3. APN 413280036
Owner: Archdiocese
Acres: 12.42
Total units: 69

Total HE Units: 173
Total HE Acreage: 31.26
Proposed Project Units: 223
Proposed Project Acreage: 11.2

J-16 (CONT.)

[4] https://hcdpowerbi.blob.core.windows.net/housing-elements/calimesa-6th-draft-112223.pdf

J-18

The project proposes to change boundaries of the parcels, revise the parcel numbers, reduce the total acreage available for housing development, and change the Land Use/Zoning designations for the area. These revisions require an amendment to the Housing Element, revised analysis within the Housing Element, and HCD review of the changes.

J-16 (CONT.)

The EIR has not provided any analysis to demonstrate that adoption of the Oak Valley North Specific Plan will yield development of high density residential units pursuant to those required in the Housing Element. Specifically, the EIR provides a clear path for the development of church within PA 2, which is a constraint to residential development on the site during the 2021-2029 planning period. It is clear that upon approval of the proposed project, the City will not able to meet its RHNA throughout the planning period. A significant impact exists and the EIR has not demonstrated that the remaining sites identified in the housing element are adequate to meet the requirements of Government Code Section 65583.2 and to accommodate the jurisdiction's share of the regional housing need pursuant to Government Code Section 65584 through the end of the 2021-2029 planning period. The EIR has not demonstrated that the City's Housing Element can accommodate at all times throughout the planning period its remaining unmet share of the regional housing need. The EIR must be revised to include a finding of significance because there is no meaningful evidence that the City can continue to accommodate its RHNA following the approval of the proposed project.

J-19

The EIR does not provide a quantified analysis of the construction workforce generated by the proposed project. A revised EIR must be prepared that includes an analysis of the construction jobs generated by the project. Additionally, a revised EIR must also provide demographic and geographic information on the location of qualified workers (for both project operations and construction) to fill these positions in order to provide an accurate environmental analysis.

J-20

J-21

SCAG's Connect SoCal Demographics and Growth Forecast[5] notes that the City will add 4,500 jobs between 2016 - 2045. Based on the "worst case scenario" (highest cumulative quantity of employees on PA 1 and 2) provided in the EIR, the project would generate 3,284 jobs (3,274 jobs in PA 1 and 10 jobs in PA 2 at the church). The project represents 73% of the City's job growth over 29 years. A single project accounting for this amount of the projected employment growth over 29 years represents a significant amount of growth. The EIR has not provided a cumulative analysis discussion of projects approved since 2016 (SCAG), General Plan adoption, and projects "in the pipeline" to determine if the project will exceed SCAG's employment growth forecast or the City's General Plan growth projections. Notably, the project's required change in Land Use

J-22

[5] SCAG Connect SoCal Demographics and Growth Forecast adopted September 3, 2020 https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_demographics-and-growth-forecast.pdf?1606001579

J-23

and Zoning designations indicate that the growth proposed by the project was not anticipated by the General Plan, AQMP, SCAG RTP/SCS, and any of their associated environmental analysis. The EIR must be revised to include this information for analysis and also include a cumulative development analysis of projects approved since General Plan adoption, 2016 (SCAG), and projects "in the pipeline" to determine if the proposed project exceeds the General Plan growth estimates and/or SCAG's growth forecasts.

J-22 (CONT.)

4.17 Transportation

The EIR has not adequately analyzed the project's potential to substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses; or the project's potential to result in inadequate emergency access. There are no exhibits adequately depicting the available maneuvering and queueing space for trucks/trailers at the intersection of the project driveways and the adjacent streets. There are also no exhibits adequately depicting the onsite turning radius available for trucks maneuvering throughout the site. The EIR states that, "the truck trips that would be generated by the Project have the potential to conflict with traffic related to residential and school uses," and has not analyzed the clear potential of the proposed project to conflict with residential and school traffic.

J-24

The EIR also states that, "All physical improvements planned as part of the Project would be in conformance with applicable City of Calimesa standards." This does not comply with CEQA's requirements for adequate informational documents and meaningful disclosure (CEQA § 15121 and 21003(b)). Deferring this environmental analysis required by CEQA to the construction permitting phase is improper mitigation and does not comply with CEQA's requirement for meaningful disclosure and adequate informational documents. A revised EIR must be prepared to include a complete truck turning template and geometric hazards analysis for review, analysis, and comment by the public and decision makers in order to provide an adequate and accurate environmental analysis.

J-25

The EIR continues by stating that, "During the City's review of the proposed Project, the City reviewed the proposed design plans to ensure that adequate emergency access would be available at the site. Additionally, the City of Calimesa would review future implementing development applications (e.g., tentative maps, parcels maps, plot plans, etc.) to ensure that adequate emergency access is accommodated." Deferring this environmental analysis required by CEQA to the construction permitting phase is improper mitigation and does not comply with CEQA's requirement for meaningful disclosure and adequate informational documents. A revised EIR must be prepared to include a complete emergency access analysis for review, analysis, and

J-26

comment by the public and decision makers in order to provide an adequate and accurate environmental analysis.

J-26 (CONT.)

Additionally, the EIR has not provided any analysis of the available horizontal and vertical sight distance at the intersection of the project driveways and adjacent streets. Sight distance is the continuous length of street ahead visible to the driver. At unsignalized intersections, corner sight distance must provide a substantially clear line of sight between the driver of the vehicle waiting on the minor road (driveway) and the driver of an approaching vehicle. A revised EIR must be prepared with this analysis based on the American Association of State Highway and Transportation Officials (AASHTO) Stopping Sight Distance requirements.

J-27

5.2 Significant Irreversible Environmental Changes Which Would Be Involved In The Proposed Project Should It Be Implemented and 5.3 Growth Inducing Impact of the Proposed Project

The EIR has not provided an adequate or accurate cumulative analysis discussion here to demonstrate the impact of the proposed project in a cumulative setting. The EIR does not include any information regarding the buildout conditions of the City's General Plan in order to provide an adequate and accurate environmental analysis. The EIR must be revised to provide the horizon year of the City's current adopted General Plan, the total developable building floor area analyzed within the Business Park land use designation, the total employees and residents/households provided at buildout, and cumulative development since adoption of the General Plan to ensure that the proposed project is within the General Plan EIR's analysis, particularly since the EIR tiers from the General Plan EIR. There is no meaningful discussion provided regarding the project's change in Land Use and Zoning designations, and comments regarding this topic are hereby reincorporated from the Land Use and Planning section above. Notably, the project's required change in Land Use and Zoning designations indicate that the growth proposed by the project was not anticipated by the General Plan, AQMP, SCAG RTP/SCS, and any of their associated environmental analysis. The EIR must be revised to include this information for analysis and also include a cumulative development analysis of projects approved since General Plan adoption, 2016 (SCAG), and projects "in the pipeline" to determine if the proposed project exceeds the General Plan growth estimates and/or SCAG's growth forecasts.

J-28

J-29

The EIR does not discuss its own conclusion that implementation of the proposed project will result in significant and unavoidable Air Quality, GHG emissions, and VMT impacts. The EIR must be revised to include a finding of significance due to the project's significant and unavoidable cumulatively considerable Air Quality, GHG emissions, and VMT impacts and direct contribution to climate change.

J-30

The EIR does not adequately discuss or and analyze the commitment of resources is not consistent with regional and local growth forecasts and does not address the EIR's own conclusion that the project will result in impacts (Air Quality, GHG) that exceed with the forecasts of the applicable plans (AQMP, 2030/2050 GHG reduction goals). The EIR has not provided an adequate or accurate cumulative analysis discussion here to demonstrate the impact of the proposed project in a cumulative setting. A revised EIR must be prepared to include an accurate cumulative analysis on this topic and include a finding of significance.

J-31

6.0 Alternatives

The EIR is required to evaluate a reasonable range of alternatives to the proposed project which will avoid or substantially lessen any of the significant effects of the project (CEQA § 15126.6.) The alternatives chosen for analysis include the CEQA required "No Development" alternative and only three others - No Project Alternative, Reduced Project Alternative, and Storage Lot Alternative. The EIR does not include an alternative that meets the project objectives and also eliminates all of the project's significant and unavoidable impacts. The EIR must be revised to include analysis of a reasonable range of alternatives and foster informed decision making (CEQA § 15126.6). This could include alternatives such as development of the site with a project that reduces all of the proposed project's significant and unavoidable impacts to a less than significant level, and/or a mixed-use project that provides affordable housing and exclusively local-serving commercial uses that may reduce VMT, GHG emissions, and improve Air Quality.

J-32

Conclusion

For the foregoing reasons, GSEJA believes the EIR is flawed and a revised EIR must be prepared for the proposed project and circulated for public review. Golden State Environmental Justice Alliance requests to be added to the public interest list regarding any subsequent environmental documents, public notices, public hearings, and notices of determination for this project. Send all communications to Golden State Environmental Justice Alliance P.O. Box 79222 Corona, CA 92877.

J-33

Sincerely,

Gary Ho
Blum, Collins & Ho LLP
Attachment: SWAPE Analysis

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

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May 1, 2024

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Subject: Comments on the Oak Valley North Project (SCH No. 2022120265)

Dear Mr. Ho,

We have reviewed the March 2024 Draft Environmental Impact Report ("DEIR") for the Oak Valley North ("Project") located in the City of Calimesa ("City"). The Project proposes to construct 982,232-square-feet ("SF") of business park space, 223 residential units, and 214 parking spaces on the 110.2-acre site.

Our review concludes that the DEIR fails to adequately evaluate the Project's air quality and health risk impacts. As a result, emissions and health risk impacts associated with construction and operation of the proposed Project may be underestimated and inadequately addressed. A revised Environmental Impact Report ("EIR") should be prepared to adequately assess and mitigate the air quality and health risk impacts that the project may have on the environment.

J-34

Air Quality

Failure to Implement All Feasible Mitigation to Reduce Emissions

The DEIR estimates that the Project's construction-related and operational emissions would exceed the applicable South Coast Air Quality Management District ("SCAQMD") thresholds. Specifically, regarding the Project's construction-related impacts, the DEIR states:

> "No additional feasible mitigation measures exist that would reduce any of the Project's long-term emissions of these pollutants to a less-than-significant level. Thus, the Project's direct and cumulatively considerable impacts due to a conflict with or obstruction of the SCAQMD 2022 AQMP would represent a significant and unavoidable impact for which additional mitigation is not available" (p. S-20).

J-35

The DEIR concludes that the criteria air pollutant impacts associated with both construction and operation of the Project would be significant-and-unavoidable. While we agree that the Project would result in significant air quality impacts, the DEIR's assertion that this impact is significant-and-unavoidable is unreliable. According to California Environmental Quality Act ("CEQA") Guidelines § 15096(g)(2):

> "When an updated EIR has been prepared for a project, the Responsible Agency shall not approve the project as proposed if the agency finds any feasible alternative or feasible mitigation measures within its powers that would substantially lessen or avoid any significant effect the project would have on the environment."

The DEIR is required under CEQA to implement all feasible mitigation to reduce impacts to the maximum extent feasible. While the DEIR implements Mitigation Measure ("MM") 4.3.1 through MM 4.3.8, the DEIR fails to implement *all* feasible mitigation (p. 4.3-89 – 4.3-92). Therefore, the DEIR's conclusion that Project's air quality emissions would be significant-and-unavoidable may be unsubstantiated. To reduce the Project's air quality impacts to the maximum extent possible, additional feasible mitigation measures should be incorporated, such as those suggested in the section of this letter titled "Feasible Mitigation Measures Available to Reduce Emissions." The Project should not be approved until a revised EIR is prepared, incorporating all feasible mitigation to reduce emissions to the maximum extent feasible.

J-35 (CONT.)

J-36

Diesel Particulate Matter Emissions Inadequately Evaluated

The DEIR concludes that the proposed Project would result in a less-than-significant health risk impact based on a quantified construction and mobile-source operational health risk assessment ("HRA"), provided as Appendix D to the DEIR. Specifically, the DEIR estimates that the maximum incremental cancer risk posed to nearby, existing residential sensitive receptors associated with exposure to diesel particulate matter ("DPM") emissions during Project construction and operation for Scenarios 1 and 3 would be 6.7 in one million, which would not exceed the SCAQMD significance threshold of 10 in one million (see excerpt below) (Appendix D, p. 5, Table ES-4).

TABLE ES-4: SUMMARY OF CONSTRUCTION AND OPERATIONAL CANCER AND NON-CANCER RISKS – SCENARIOS 1 AND 3

Time Period	Location	Maximum Lifetime Cancer Risk (Risk per Million)	Significance Threshold (Risk per Million)	Exceeds Significance Threshold
30 Year Exposure	Maximum Exposed Sensitive Receptor (Location R6)	6.70	10	NO
Time Period	**Location**	**Maximum Hazard Index**	**Significance Threshold**	**Exceeds Significance Threshold**
Annual Average	Maximum Exposed Sensitive Receptor (Location R6)	<0.01	1.0	NO

J-37

The DEIR estimates that the maximum incremental cancer risk posed to nearby, existing residential sensitive receptors associated with exposure to DPM emissions during Project construction and operation for Scenario 2 would be 7.16 in one million, which would similarly not exceed the SCAQMD significance threshold of 10 in one million (see excerpt below) (Appendix D, p. 5, table ES-5).

TABLE ES-5: SUMMARY OF CONSTRUCTION AND OPERATIONAL CANCER AND NON-CANCER RISKS – SCENARIO 2

Time Period	Location	Maximum Lifetime Cancer Risk (Risk per Million)	Significance Threshold (Risk per Million)	Exceeds Significance Threshold
30 Year Exposure	Maximum Exposed Sensitive Receptor (Location R6)	7.16	10	NO
Time Period	**Location**	**Maximum Hazard Index**	**Significance Threshold**	**Exceeds Significance Threshold**
Annual Average	Maximum Exposed Sensitive Receptor (Location R6)	<0.01	1.0	NO

J-37 (CONT.)

However, the DEIR's evaluation of the Project's potential health risk impacts, as well as the subsequent less-than-significant impact conclusion, is incorrect.

The DEIR's operational HRA underestimates the Fraction of Time At Home ("FAH") values for the third trimester, infant, and child receptors. Specifically, the HRA Report utilizes an FAH value of 0.85 for the third trimester (age -0.25 to 0) and infant (age 0 to 2) receptors, and an FAH value of 0.72 for the child receptors (age 2 to 16) (see excerpt below) (Appendix D, p. 24, Table 2-9).

TABLE 2-9: EXPOSURE ASSUMPTIONS FOR INDIVIDUAL CANCER RISK (30 YEAR RESIDENTIAL)

Age	Daily Breathing Rate (L/kg-day)	Age Specific Factor	Exposure Duration (years)	Fraction of Time at Home	Exposure Frequency (days/year)	Exposure Time (hours/day)
-0.25 to 0	361	10	0.25	0.85	350	24
0 to 2	1,090	10	2	0.85	350	24
2 to 16	572	3	14	0.72	350	24
16 to 30	261	1	14	0.73	350	24
16 to 70	233	1	30	0.73	350	24

J-38

However, the FAH values used for the third trimester, infant, and childhood receptors are incorrect, as SCAQMD guidance clearly states:

> "For Tiers 1, 2, and 3 screening purposes, the FAH is assumed to be 1 for ages third trimester to 16. As a default, children are assumed to attend a daycare or school in close proximity to their home and no discount should be taken for time spent outside of the area affected by the

facility's emissions. People older than age 16 are assumed to spend only 73 percent of their time at home."[1]

Per SCAQMD guidance, the HRA Report should have used an FAH of 1 for the third trimester, infant, and child receptors. By relying on incorrect FAH values, the DEIR underestimates the cancer risk posed to nearby, existing sensitive receptors as a result of Project operation.

J-38 (CONT.)

Mitigation

Feasible Mitigation Measures Available to Reduce Emissions

Our analysis demonstrates that the Project would result in potentially significant air quality and health risk impacts that should be mitigated further. To reduce emissions, the Project should consider the implementation of the following mitigation measures found in the California Department of Justice Warehouse Project Best Practices document.[2]

- Requiring off-road construction equipment to be hybrid electric-diesel or zero emission, where available, and all diesel-fueled off-road construction equipment to be equipped with CARB Tier IV-compliant engines or better, and including this requirement in applicable bid documents, purchase orders, and contracts, with successful contractors demonstrating the ability to supply the compliant construction equipment for use prior to any ground-disturbing and construction activities.
- Limiting the amount of daily grading disturbance area.
- Prohibiting grading on days with an Air Quality Index forecast of greater than 100 for particulates or ozone for the project area.
- Conducting an on-site inspection to verify compliance with construction mitigation and to identify other opportunities to further reduce construction impacts.
- Using paints, architectural coatings, and industrial maintenance coatings that have volatile organic compound levels of less than 10 g/L.
- Providing meal options onsite or shuttles between the facility and nearby meal destinations for construction employees.
- Requiring all heavy-duty vehicles engaged in drayage to or from the project site to be zero-emission beginning in 2030.
- Unless the owner of the facility records a covenant on the title of the underlying property ensuring that the property cannot be used to provide refrigerated warehouse space, constructing electric plugs for electric transport refrigeration units at every dock door and requiring truck operators with transport refrigeration units to use the electric plugs when at loading docks.

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[1] "Risk Assessment Procedures." SCAQMD, August 2017, available at: http://www.aqmd.gov/docs/default-source/rule-book/Proposed-Rules/1401/riskassessmentprocedures_2017_080717.pdf, p. 7.
[2] "Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act." State of California Department of Justice, September 2022, *available at*: https://oag.ca.gov/system/files/media/warehouse-best-practices.pdf, p. 8 – 10.

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- Installing and maintaining, at the manufacturer's recommended maintenance intervals, air filtration systems at sensitive receptors within a certain radius of facility for the life of the project.
- Installing and maintaining, at the manufacturer's recommended maintenance intervals, an air monitoring station proximate to sensitive receptors and the facility for the life of the project, and making the resulting data publicly available in real time. While air monitoring does not mitigate the air quality or greenhouse gas impacts of a facility, it nonetheless benefits the affected community by providing information that can be used to improve air quality or avoid exposure to unhealthy air.
- Requiring all stand-by emergency generators to be powered by a non-diesel fuel.
- Designing to LEED green building certification standards.
- Providing meal options onsite or shuttles between the facility and nearby meal destinations.
- Improving and maintaining vegetation and tree canopy for residents in and around the project area.
- Requiring tenants to enroll in the United States Environmental Protection Agency's SmartWay program, and requiring tenants who own, operate, or hire trucking carriers with more than 100 trucks to use carriers that are SmartWay carriers.

These measures offer a cost-effective, feasible way to incorporate lower-emitting design features into the proposed Project, which subsequently, reduce emissions released during Project construction and operation.

A revised EIR should be prepared to include all feasible mitigation measures, as well as include updated air quality and health risk analyses to ensure that the necessary mitigation measures are implemented to reduce emissions to the maximum extent feasible. The revised EIR should also demonstrate a commitment to the implementation of these measures prior to Project approval, to ensure that the Project's potentially significant emissions are reduced to the maximum extent possible.

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Disclaimer

SWAPE has received limited discovery regarding this project. Additional information may become available in the future; thus, we retain the right to revise or amend this report when additional information becomes available. Our professional services have been performed using that degree of care and skill ordinarily exercised, under similar circumstances, by reputable environmental consultants practicing in this or similar localities at the time of service. No other warranty, expressed or implied, is made as to the scope of work, work methodologies and protocols, site conditions, analytical testing results, and findings presented. This report reflects efforts which were limited to information that was reasonably accessible at the time of the work, and may contain informational gaps, inconsistencies, or otherwise be incomplete due to the unavailability or uncertainty of information obtained or provided by third parties.

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Sincerely,

Matt Hagemann, P.G., C.Hg.

Paul E. Rosenfeld, Ph.D.

Attachment A: Matt Hagemann CV
Attachment B: Paul Rosenfeld CV

Attachment A

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

2656 29th Street, Suite 201
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Matt Hagemann, P.G, C.Hg.
(949) 887-9013
mhagemann@swape.com

Matthew F. Hagemann, P.G., C.Hg., QSD, QSP

Geologic and Hydrogeologic Characterization
Investigation and Remediation Strategies
Litigation Support and Testifying Expert
Industrial Stormwater Compliance
CEQA Review

Education:
M.S. Degree, Geology, California State University Los Angeles, Los Angeles, CA, 1984.
B.A. Degree, Geology, Humboldt State University, Arcata, CA, 1982.

Professional Certifications:
California Professional Geologist
California Certified Hydrogeologist
Qualified SWPPP Developer and Practitioner

Professional Experience:
Matt has 30 years of experience in environmental policy, contaminant assessment and remediation, stormwater compliance, and CEQA review. He spent nine years with the U.S. EPA in the RCRA and Superfund programs and served as EPA's Senior Science Policy Advisor in the Western Regional Office where he identified emerging threats to groundwater from perchlorate and MTBE. While with EPA, Matt also served as a Senior Hydrogeologist in the oversight of the assessment of seven major military facilities undergoing base closure. He led numerous enforcement actions under provisions of the Resource Conservation and Recovery Act (RCRA) and directed efforts to improve hydrogeologic characterization and water quality monitoring. For the past 15 years, as a founding partner with SWAPE, Matt has developed extensive client relationships and has managed complex projects that include consultation as an expert witness and a regulatory specialist, and a manager of projects ranging from industrial stormwater compliance to CEQA review of impacts from hazardous waste, air quality and greenhouse gas emissions.

Positions Matt has held include:

- Founding Partner, Soil/Water/Air Protection Enterprise (SWAPE) (2003 – present);
- Geology Instructor, Golden West College, 2010 – 2104, 2017;
- Senior Environmental Analyst, Komex H2O Science, Inc. (2000 -- 2003);

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- Executive Director, Orange Coast Watch (2001 – 2004);
- Senior Science Policy Advisor and Hydrogeologist, U.S. Environmental Protection Agency (1989–1998);
- Hydrogeologist, National Park Service, Water Resources Division (1998 – 2000);
- Adjunct Faculty Member, San Francisco State University, Department of Geosciences (1993 – 1998);
- Instructor, College of Marin, Department of Science (1990 – 1995);
- Geologist, U.S. Forest Service (1986 – 1998); and
- Geologist, Dames & Moore (1984 – 1986).

Senior Regulatory and Litigation Support Analyst:

With SWAPE, Matt's responsibilities have included:

- Lead analyst and testifying expert in the review of over 300 environmental impact reports and negative declarations since 2003 under CEQA that identify significant issues with regard to hazardous waste, water resources, water quality, air quality, greenhouse gas emissions, and geologic hazards. Make recommendations for additional mitigation measures to lead agencies at the local and county level to include additional characterization of health risks and implementation of protective measures to reduce worker exposure to hazards from toxins and Valley Fever.
- Stormwater analysis, sampling and best management practice evaluation at more than 100 industrial facilities.
- Expert witness on numerous cases including, for example, perfluorooctanoic acid (PFOA) contamination of groundwater, MTBE litigation, air toxins at hazards at a school, CERCLA compliance in assessment and remediation, and industrial stormwater contamination.
- Technical assistance and litigation support for vapor intrusion concerns.
- Lead analyst and testifying expert in the review of environmental issues in license applications for large solar power plants before the California Energy Commission.
- Manager of a project to evaluate numerous formerly used military sites in the western U.S.
- Manager of a comprehensive evaluation of potential sources of perchlorate contamination in Southern California drinking water wells.
- Manager and designated expert for litigation support under provisions of Proposition 65 in the review of releases of gasoline to sources drinking water at major refineries and hundreds of gas stations throughout California.

With Komex H2O Science Inc., Matt's duties included the following:

- Senior author of a report on the extent of perchlorate contamination that was used in testimony by the former U.S. EPA Administrator and General Counsel.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of MTBE use, research, and regulation.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of perchlorate use, research, and regulation.
- Senior researcher in a study that estimates nationwide costs for MTBE remediation and drinking water treatment, results of which were published in newspapers nationwide and in testimony against provisions of an energy bill that would limit liability for oil companies.
- Research to support litigation to restore drinking water supplies that have been contaminated by MTBE in California and New York.

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- Expert witness testimony in a case of oil production-related contamination in Mississippi.
- Lead author for a multi-volume remedial investigation report for an operating school in Los Angeles that met strict regulatory requirements and rigorous deadlines.
- Development of strategic approaches for cleanup of contaminated sites in consultation with clients and regulators.

Executive Director:

As Executive Director with Orange Coast Watch, Matt led efforts to restore water quality at Orange County beaches from multiple sources of contamination including urban runoff and the discharge of wastewater. In reporting to a Board of Directors that included representatives from leading Orange County universities and businesses, Matt prepared issue papers in the areas of treatment and disinfection of wastewater and control of the discharge of grease to sewer systems. Matt actively participated in the development of countywide water quality permits for the control of urban runoff and permits for the discharge of wastewater. Matt worked with other nonprofits to protect and restore water quality, including Surfrider, Natural Resources Defense Council and Orange County CoastKeeper as well as with business institutions including the Orange County Business Council.

Hydrogeology:

As a Senior Hydrogeologist with the U.S. Environmental Protection Agency, Matt led investigations to characterize and cleanup closing military bases, including Mare Island Naval Shipyard, Hunters Point Naval Shipyard, Treasure Island Naval Station, Alameda Naval Station, Moffett Field, Mather Army Airfield, and Sacramento Army Depot. Specific activities were as follows:

- Led efforts to model groundwater flow and contaminant transport, ensured adequacy of monitoring networks, and assessed cleanup alternatives for contaminated sediment, soil, and groundwater.
- Initiated a regional program for evaluation of groundwater sampling practices and laboratory analysis at military bases.
- Identified emerging issues, wrote technical guidance, and assisted in policy and regulation development through work on four national U.S. EPA workgroups, including the Superfund Groundwater Technical Forum and the Federal Facilities Forum.

At the request of the State of Hawaii, Matt developed a methodology to determine the vulnerability of groundwater to contamination on the islands of Maui and Oahu. He used analytical models and a GIS to show zones of vulnerability, and the results were adopted and published by the State of Hawaii and County of Maui.

As a hydrogeologist with the EPA Groundwater Protection Section, Matt worked with provisions of the Safe Drinking Water Act and NEPA to prevent drinking water contamination. Specific activities included the following:

- Received an EPA Bronze Medal for his contribution to the development of national guidance for the protection of drinking water.
- Managed the Sole Source Aquifer Program and protected the drinking water of two communities through designation under the Safe Drinking Water Act. He prepared geologic reports, conducted

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public hearings, and responded to public comments from residents who were very concerned about the impact of designation.

- Reviewed a number of Environmental Impact Statements for planned major developments, including large hazardous and solid waste disposal facilities, mine reclamation, and water transfer.

Matt served as a hydrogeologist with the RCRA Hazardous Waste program. Duties were as follows:

- Supervised the hydrogeologic investigation of hazardous waste sites to determine compliance with Subtitle C requirements.
- Reviewed and wrote "part B" permits for the disposal of hazardous waste.
- Conducted RCRA Corrective Action investigations of waste sites and led inspections that formed the basis for significant enforcement actions that were developed in close coordination with U.S. EPA legal counsel.
- Wrote contract specifications and supervised contractor's investigations of waste sites.

With the National Park Service, Matt directed service-wide investigations of contaminant sources to prevent degradation of water quality, including the following tasks:

- Applied pertinent laws and regulations including CERCLA, RCRA, NEPA, NRDA, and the Clean Water Act to control military, mining, and landfill contaminants.
- Conducted watershed-scale investigations of contaminants at parks, including Yellowstone and Olympic National Park.
- Identified high-levels of perchlorate in soil adjacent to a national park in New Mexico and advised park superintendent on appropriate response actions under CERCLA.
- Served as a Park Service representative on the Interagency Perchlorate Steering Committee, a national workgroup.
- Developed a program to conduct environmental compliance audits of all National Parks while serving on a national workgroup.
- Co-authored two papers on the potential for water contamination from the operation of personal watercraft and snowmobiles, these papers serving as the basis for the development of nation-wide policy on the use of these vehicles in National Parks.
- Contributed to the Federal Multi-Agency Source Water Agreement under the Clean Water Action Plan.

Policy:

Served senior management as the Senior Science Policy Advisor with the U.S. Environmental Protection Agency, Region 9.

Activities included the following:

- Advised the Regional Administrator and senior management on emerging issues such as the potential for the gasoline additive MTBE and ammonium perchlorate to contaminate drinking water supplies.
- Shaped EPA's national response to these threats by serving on workgroups and by contributing to guidance, including the Office of Research and Development publication, Oxygenates in Water: Critical Information and Research Needs.
- Improved the technical training of EPA's scientific and engineering staff.
- Earned an EPA Bronze Medal for representing the region's 300 scientists and engineers in negotiations with the Administrator and senior management to better integrate scientific

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principles into the policy-making process.
- Established national protocol for the peer review of scientific documents.

Geology:

With the U.S. Forest Service, Matt led investigations to determine hillslope stability of areas proposed for timber harvest in the central Oregon Coast Range. Specific activities were as follows:

- Mapped geology in the field, and used aerial photographic interpretation and mathematical models to determine slope stability.
- Coordinated his research with community members who were concerned with natural resource protection.
- Characterized the geology of an aquifer that serves as the sole source of drinking water for the city of Medford, Oregon.

As a consultant with Dames and Moore, Matt led geologic investigations of two contaminated sites (later listed on the Superfund NPL) in the Portland, Oregon, area and a large hazardous waste site in eastern Oregon. Duties included the following:

- Supervised year-long effort for soil and groundwater sampling.
- Conducted aquifer tests.
- Investigated active faults beneath sites proposed for hazardous waste disposal.

Teaching:

From 1990 to 1998, Matt taught at least one course per semester at the community college and university levels:

- At San Francisco State University, held an adjunct faculty position and taught courses in environmental geology, oceanography (lab and lecture), hydrogeology, and groundwater contamination.
- Served as a committee member for graduate and undergraduate students.
- Taught courses in environmental geology and oceanography at the College of Marin.

Matt is currently a part time geology instructor at Golden West College in Huntington Beach, California where he taught from 2010 to 2014 and in 2017.

Invited Testimony, Reports, Papers and Presentations:

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Presentation to the Public Environmental Law Conference, Eugene, Oregon.

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Invited presentation to U.S. EPA Region 9, San Francisco, California.

Hagemann, M.F., 2005. Use of Electronic Databases in Environmental Regulation, Policy Making and Public Participation. Brownfields 2005, Denver, Coloradao.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Nevada and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Las Vegas, NV (served on conference organizing committee).

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Hagemann, M.F., 2004. Invited testimony to a California Senate committee hearing on air toxins at schools in Southern California, Los Angeles.

Brown, A., Farrow, J., Gray, A. and **Hagemann, M.**, 2004. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to the Ground Water and Environmental Law Conference, National Groundwater Association.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Arizona and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Phoenix, AZ (served on conference organizing committee).

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in the Southwestern U.S. Invited presentation to a special committee meeting of the National Academy of Sciences, Irvine, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a tribal EPA meeting, Pechanga, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a meeting of tribal repesentatives, Parker, AZ.

Hagemann, M.F., 2003. Impact of Perchlorate on the Colorado River and Associated Drinking Water Supplies. Invited presentation to the Inter-Tribal Meeting, Torres Martinez Tribe.

Hagemann, M.F., 2003. The Emergence of Perchlorate as a Widespread Drinking Water Contaminant. Invited presentation to the U.S. EPA Region 9.

Hagemann, M.F., 2003. A Deductive Approach to the Assessment of Perchlorate Contamination. Invited presentation to the California Assembly Natural Resources Committee.

Hagemann, M.F., 2003. Perchlorate: A Cold War Legacy in Drinking Water. Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. From Tank to Tap: A Chronology of MTBE in Groundwater. Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. A Chronology of MTBE in Groundwater and an Estimate of Costs to Address Impacts to Groundwater. Presentation to the annual meeting of the Society of Environmental Journalists.

Hagemann, M.F., 2002. An Estimate of the Cost to Address MTBE Contamination in Groundwater (and Who Will Pay). Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to a meeting of the U.S. EPA and State Underground Storage Tank Program managers.

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(CONT.)

Hagemann, M.F., 2001. From Tank to Tap: A Chronology of MTBE in Groundwater. Unpublished report.

Hagemann, M.F., 2001. Estimated Cleanup Cost for MTBE in Groundwater Used as Drinking Water. Unpublished report.

Hagemann, M.F., 2001. Estimated Costs to Address MTBE Releases from Leaking Underground Storage Tanks. Unpublished report.

Hagemann, M.F., and VanMouwerik, M., 1999. Potential Water Quality Concerns Related to Snowmobile Usage. Water Resources Division, National Park Service, Technical Report.

VanMouwerik, M. and **Hagemann, M.F**. 1999, Water Quality Concerns Related to Personal Watercraft Usage. Water Resources Division, National Park Service, Technical Report.

Hagemann, M.F., 1999, Is Dilution the Solution to Pollution in National Parks? The George Wright Society Biannual Meeting, Asheville, North Carolina.

Hagemann, M.F., 1997, The Potential for MTBE to Contaminate Groundwater. U.S. EPA Superfund Groundwater Technical Forum Annual Meeting, Las Vegas, Nevada.

Hagemann, M.F., and Gill, M., 1996, Impediments to Intrinsic Remediation, Moffett Field Naval Air Station, Conference on Intrinsic Remediation of Chlorinated Hydrocarbons, Salt Lake City.

Hagemann, M.F., Fukunaga, G.L., 1996, The Vulnerability of Groundwater to Anthropogenic Contaminants on the Island of Maui, Hawaii. Hawaii Water Works Association Annual Meeting, Maui, October 1996.

Hagemann, M. F., Fukanaga, G. L., 1996, Ranking Groundwater Vulnerability in Central Oahu, Hawaii. Proceedings, Geographic Information Systems in Environmental Resources Management, Air and Waste Management Association Publication VIP-61.

Hagemann, M.F., 1994. Groundwater Characterization and Cleanup at Closing Military Bases in California. Proceedings, California Groundwater Resources Association Meeting.

Hagemann, M.F. and Sabol, M.A., 1993. Role of the U.S. EPA in the High Plains States Groundwater Recharge Demonstration Program. Proceedings, Sixth Biennial Symposium on the Artificial Recharge of Groundwater.

Hagemann, M.F., 1993. U.S. EPA Policy on the Technical Impracticability of the Cleanup of DNAPL-contaminated Groundwater. California Groundwater Resources Association Meeting.

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Hagemann, M.F., 1992. Dense Nonaqueous Phase Liquid Contamination of Groundwater: An Ounce of Prevention... Proceedings, Association of Engineering Geologists Annual Meeting, v. 35.

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Other Experience:

Selected as subject matter expert for the California Professional Geologist licensing examinations, 2009-2011.

Attachment B

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

SOIL WATER AIR PROTECTION ENTERPRISE
2656 29th Street, Suite 201
Santa Monica, California 90405
Attn: Paul Rosenfeld, Ph.D.
Mobil: (310) 795-2335
Office: (310) 452-5555
Fax: (310) 452-5550
Email: prosenfeld@swape.com

Paul Rosenfeld, Ph.D.

Chemical Fate and Transport & Air Dispersion Modeling

Principal Environmental Chemist

Risk Assessment & Remediation Specialist

Education

Ph.D. Soil Chemistry, University of Washington, 1999. Dissertation on volatile organic compound filtration.

M.S. Environmental Science, U.C. Berkeley, 1995. Thesis on organic waste economics.

B.A. Environmental Studies, U.C. Santa Barbara, 1991. Focus on wastewater treatment.

Professional Experience

Dr. Rosenfeld has over 25 years of experience conducting environmental investigations and risk assessments for evaluating impacts to human health, property, and ecological receptors. His expertise focuses on the fate and transport of environmental contaminants, human health risk, exposure assessment, and ecological restoration. Dr. Rosenfeld has evaluated and modeled emissions from oil spills, landfills, boilers and incinerators, process stacks, storage tanks, confined animal feeding operations, industrial, military and agricultural sources, unconventional oil drilling operations, and locomotive and construction engines. His project experience ranges from monitoring and modeling of pollution sources to evaluating impacts of pollution on workers at industrial facilities and residents in surrounding communities. Dr. Rosenfeld has also successfully modeled exposure to contaminants distributed by water systems and via vapor intrusion.

Dr. Rosenfeld has investigated and designed remediation programs and risk assessments for contaminated sites containing lead, heavy metals, mold, bacteria, particulate matter, petroleum hydrocarbons, chlorinated solvents, pesticides, radioactive waste, dioxins and furans, semi- and volatile organic compounds, PCBs, PAHs, creosote, perchlorate, asbestos, per- and poly-fluoroalkyl substances (PFOA/PFOS), unusual polymers, fuel oxygenates (MTBE), among other pollutants. Dr. Rosenfeld also has experience evaluating greenhouse gas emissions from various projects and is an expert on the assessment of odors from industrial and agricultural sites, as well as the evaluation of odor nuisance impacts and technologies for abatement of odorous emissions. As a principal scientist at SWAPE, Dr. Rosenfeld directs air dispersion modeling and exposure assessments. He has served as an expert witness and testified about pollution sources causing nuisance and/or personal injury at sites and has testified as an expert witness on numerous cases involving exposure to soil, water and air contaminants from industrial, railroad, agricultural, and military sources.

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Professional History:

Soil Water Air Protection Enterprise (SWAPE); 2003 to present; Principal and Founding Partner
UCLA School of Public Health; 2007 to 2011; Lecturer (Assistant Researcher)
UCLA School of Public Health; 2003 to 2006; Adjunct Professor
UCLA Environmental Science and Engineering Program; 2002-2004; Doctoral Intern Coordinator
UCLA Institute of the Environment, 2001-2002; Research Associate
Komex H_2O Science, 2001 to 2003; Senior Remediation Scientist
National Groundwater Association, 2002-2004; Lecturer
San Diego State University, 1999-2001; Adjunct Professor
Anteon Corp., San Diego, 2000-2001; Remediation Project Manager
Ogden (now Amec), San Diego, 2000-2000; Remediation Project Manager
Bechtel, San Diego, California, 1999 – 2000; Risk Assessor
King County, Seattle, 1996 – 1999; Scientist
James River Corp., Washington, 1995-96; Scientist
Big Creek Lumber, Davenport, California, 1995; Scientist
Plumas Corp., California and USFS, Tahoe 1993-1995; Scientist
Peace Corps and World Wildlife Fund, St. Kitts, West Indies, 1991-1993; Scientist

Publications:

Rosenfeld P. E., Spaeth K., Hallman R., Bressler R., Smith, G., (2022) Cancer Risk and Diesel Exhaust Exposure Among Railroad Workers. *Water Air Soil Pollution.* **233,** 171.

Remy, L.L., Clay T., Byers, V., **Rosenfeld P. E.** (2019) Hospital, Health, and Community Burden After Oil Refinery Fires, Richmond, California 2007 and 2012. *Environmental Health.* 18:48

Simons, R.A., Seo, Y. **Rosenfeld, P**., (2015) Modeling the Effect of Refinery Emission On Residential Property Value. Journal of Real Estate Research. 27(3):321-342

Chen, J. A, Zapata A. R., Sutherland A. J., Molmen, D.R., Chow, B. S., Wu, L. E., **Rosenfeld, P. E.,** Hesse, R. C., (2012) Sulfur Dioxide and Volatile Organic Compound Exposure To A Community In Texas City Texas Evaluated Using Aermod and Empirical Data. *American Journal of Environmental Science*, 8(6), 622-632.

Rosenfeld, P.E. & Feng, L. (2011). *The Risks of Hazardous Waste.* Amsterdam: Elsevier Publishing.

Cheremisinoff, N.P., & **Rosenfeld, P.E.** (2011). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Agrochemical Industry*, Amsterdam: Elsevier Publishing.

Gonzalez, J., Feng, L., Sutherland, A., Waller, C., Sok, H., Hesse, R., **Rosenfeld, P.** (2010). PCBs and Dioxins/Furans in Attic Dust Collected Near Former PCB Production and Secondary Copper Facilities in Sauget, IL. *Procedia Environmental Sciences*. 113–125.

Feng, L., Wu, C., Tam, L., Sutherland, A.J., Clark, J.J., **Rosenfeld, P.E.** (2010). Dioxin and Furan Blood Lipid and Attic Dust Concentrations in Populations Living Near Four Wood Treatment Facilities in the United States. *Journal of Environmental Health*. 73(6), 34-46.

Cheremisinoff, N.P., & **Rosenfeld, P.E.** (2010). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Wood and Paper Industries.* Amsterdam: Elsevier Publishing.

Cheremisinoff, N.P., & **Rosenfeld, P.E.** (2009). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Petroleum Industry*. Amsterdam: Elsevier Publishing.

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Wu, C., Tam, L., Clark, J., **Rosenfeld, P**. (2009). Dioxin and furan blood lipid concentrations in populations living near four wood treatment facilities in the United States. *WIT Transactions on Ecology and the Environment, Air Pollution,* 123 (17), 319-327.

Tam L. K.., Wu C. D., Clark J. J. and **Rosenfeld, P.E.** (2008). A Statistical Analysis Of Attic Dust And Blood Lipid Concentrations Of Tetrachloro-p-Dibenzodioxin (TCDD) Toxicity Equivalency Quotients (TEQ) In Two Populations Near Wood Treatment Facilities. *Organohalogen Compounds*, 70, 002252-002255.

Tam L. K.., Wu C. D., Clark J. J. and **Rosenfeld, P.E.** (2008). Methods For Collect Samples For Assessing Dioxins And Other Environmental Contaminants In Attic Dust: A Review. *Organohalogen Compounds*, 70, 000527-000530.

Hensley, A.R. A. Scott, J. J. J. Clark, **Rosenfeld, P.E.** (2007). Attic Dust and Human Blood Samples Collected near a Former Wood Treatment Facility. *Environmental Research*. 105, 194-197.

Rosenfeld, P.E., J. J. J. Clark, A. R. Hensley, M. Suffet. (2007). The Use of an Odor Wheel Classification for Evaluation of Human Health Risk Criteria for Compost Facilities. *Water Science & Technology* 55(5), 345-357.

Rosenfeld, P. E., M. Suffet. (2007). The Anatomy Of Odour Wheels For Odours Of Drinking Water, Wastewater, Compost And The Urban Environment. *Water Science & Technology* 55(5), 335-344.

Sullivan, P. J. Clark, J.J.J., Agardy, F. J., **Rosenfeld, P.E.** (2007). *Toxic Legacy, Synthetic Toxins in the Food, Water, and Air in American Cities.* Boston Massachusetts: Elsevier Publishing

Rosenfeld, P.E., and Suffet I.H. (2004). Control of Compost Odor Using High Carbon Wood Ash. *Water Science and Technology*. 49(9),171-178.

Rosenfeld P. E., J.J. Clark, I.H. (Mel) Suffet (2004). The Value of An Odor-Quality-Wheel Classification Scheme For The Urban Environment. *Water Environment Federation's Technical Exhibition and Conference (WEFTEC) 2004.* New Orleans, October 2-6, 2004.

Rosenfeld, P.E., and Suffet, I.H. (2004). Understanding Odorants Associated With Compost, Biomass Facilities, and the Land Application of Biosolids. *Water Science and Technology*. 49(9), 193-199.

Rosenfeld, P.E., and Suffet I.H. (2004). Control of Compost Odor Using High Carbon Wood Ash, *Water Science and Technology*, 49(9), 171-178.

Rosenfeld, P. E., Grey, M. A., Sellew, P. (2004). Measurement of Biosolids Odor and Odorant Emissions from Windrows, Static Pile and Biofilter. *Water Environment Research*. 76(4), 310-315.

Rosenfeld, P.E., Grey, M and Suffet, M. (2002). Compost Demonstration Project, Sacramento California Using High-Carbon Wood Ash to Control Odor at a Green Materials Composting Facility. *Integrated Waste Management Board Public Affairs Office*, Publications Clearinghouse (MS–6), Sacramento, CA Publication #442-02-008.

Rosenfeld, P.E., and C.L. Henry. (2001). Characterization of odor emissions from three different biosolids. *Water Soil and Air Pollution*. 127(1-4), 173-191.

Rosenfeld, P.E., and Henry C. L., (2000). Wood ash control of odor emissions from biosolids application. *Journal of Environmental Quality.* 29, 1662-1668.

Rosenfeld, P.E., C.L. Henry and D. Bennett. (2001). Wastewater dewatering polymer affect on biosolids odor emissions and microbial activity. *Water Environment Research*. 73(4), 363-367.

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Rosenfeld, P.E., and Henry C. L., (2001). High carbon wood ash effect on biosolids microbial activity and odor. *Water Environment Research*. 131(1-4), 247-262.

Chollack, T. and **P. Rosenfeld. (**1998). Compost Amendment Handbook For Landscaping. Prepared for and distributed by the City of Redmond, Washington State.

Rosenfeld, P. E. (1992). The Mount Liamuiga Crater Trail. *Heritage Magazine of St. Kitts*, 3(2).

Rosenfeld, P. E. (1993). High School Biogas Project to Prevent Deforestation On St. Kitts. *Biomass Users Network*, 7(1).

Rosenfeld, P. E. (1998). Characterization, Quantification, and Control of Odor Emissions From Biosolids Application To Forest Soil. Doctoral Thesis. University of Washington College of Forest Resources.

Rosenfeld, P. E. (1994). Potential Utilization of Small Diameter Trees on Sierra County Public Land. Masters thesis reprinted by the Sierra County Economic Council. Sierra County, California.

Rosenfeld, P. E. (1991). How to Build a Small Rural Anaerobic Digester & Uses Of Biogas In The First And Third World. Bachelors Thesis. University of California.

Presentations:

Rosenfeld, P.E., "The science for Perfluorinated Chemicals (PFAS): What makes remediation so hard?" Law Seminars International, (May 9-10, 2018) 800 Fifth Avenue, Suite 101 Seattle, WA.

Rosenfeld, P.E., Sutherland, A; Hesse, R.; Zapata, A. (October 3-6, 2013). Air dispersion modeling of volatile organic emissions from multiple natural gas wells in Decatur, TX. *44th Western Regional Meeting, American Chemical Society.* Lecture conducted from Santa Clara, CA.

Sok, H.L.; Waller, C.C.; Feng, L.; Gonzalez, J.; Sutherland, A.J.; Wisdom-Stack, T.; Sahai, R.K.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Atrazine: A Persistent Pesticide in Urban Drinking Water. *Urban Environmental Pollution*. Lecture conducted from Boston, MA.

Feng, L.; Gonzalez, J.; Sok, H.L.; Sutherland, A.J.; Waller, C.C.; Wisdom-Stack, T.; Sahai, R.K.; La, M.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Bringing Environmental Justice to East St. Louis, Illinois. *Urban Environmental Pollution.* Lecture conducted from Boston, MA.

Rosenfeld, P.E. (April 19-23, 2009). Perfluoroctanoic Acid (PFOA) and Perfluoroactane Sulfonate (PFOS) Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*, Lecture conducted from Tuscon, AZ.

Rosenfeld, P.E. (April 19-23, 2009). Cost to Filter Atrazine Contamination from Drinking Water in the United States" Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*. Lecture conducted from Tuscon, AZ.

Wu, C., Tam, L., Clark, J., **Rosenfeld, P**. (20-22 July, 2009). Dioxin and furan blood lipid concentrations in populations living near four wood treatment facilities in the United States. Brebbia, C.A. and Popov, V., eds., *Air Pollution XVII: Proceedings of the Seventeenth International Conference on Modeling, Monitoring and Management of Air Pollution*. Lecture conducted from Tallinn, Estonia.

Rosenfeld, P. E. (October 15-18, 2007). Moss Point Community Exposure To Contaminants From A Releasing Facility. *The 23rd Annual International Conferences on Soils Sediment and Water.* Platform lecture conducted from University of Massachusetts, Amherst MA.

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Rosenfeld, P. E. (October 15-18, 2007). The Repeated Trespass of Tritium-Contaminated Water Into A Surrounding Community Form Repeated Waste Spills From A Nuclear Power Plant. *The 23rd Annual International Conferences on Soils Sediment and Water*. Platform lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld, P. E. (October 15-18, 2007). Somerville Community Exposure To Contaminants From Wood Treatment Facility Emissions. The *23rd Annual International Conferences on Soils Sediment and Water*. Lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld P. E. (March 2007). Production, Chemical Properties, Toxicology, & Treatment Case Studies of 1,2,3-Trichloropropane (TCP). *The Association for Environmental Health and Sciences (AEHS) Annual Meeting*. Lecture conducted from San Diego, CA.

Rosenfeld P. E. (March 2007). Blood and Attic Sampling for Dioxin/Furan, PAH, and Metal Exposure in Florala, Alabama. *The AEHS Annual Meeting.* Lecture conducted from San Diego, CA.

Hensley A.R., Scott, A., **Rosenfeld P.E.,** Clark, J.J.J. (August 21 – 25, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *The 26th International Symposium on Halogenated Persistent Organic Pollutants – DIOXIN2006*. Lecture conducted from Radisson SAS Scandinavia Hotel in Oslo Norway.

Hensley A.R., Scott, A., **Rosenfeld P.E.,** Clark, J.J.J. (November 4-8, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *APHA 134 Annual Meeting & Exposition.* Lecture conducted from Boston Massachusetts.

Paul Rosenfeld Ph.D. (October 24-25, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. Mealey's C8/PFOA. *Science, Risk & Litigation Conference.* Lecture conducted from The Rittenhouse Hotel, Philadelphia, PA.

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Paul Rosenfeld Ph.D. (September 19, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, *Toxicology and Remediation PEMA Emerging Contaminant Conference*. Lecture conducted from Hilton Hotel, Irvine California.

Paul Rosenfeld Ph.D. (September 19, 2005). Fate, Transport, Toxicity, And Persistence of 1,2,3-TCP. *PEMA Emerging Contaminant Conference.* Lecture conducted from Hilton Hotel in Irvine, California.

Paul Rosenfeld Ph.D. (September 26-27, 2005). Fate, Transport and Persistence of PDBEs. *Mealey's Groundwater Conference.* Lecture conducted from Ritz Carlton Hotel, Marina Del Ray, California.

Paul Rosenfeld Ph.D. (June 7-8, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. *International Society of Environmental Forensics: Focus On Emerging Contaminants*. Lecture conducted from Sheraton Oceanfront Hotel, Virginia Beach, Virginia.

Paul Rosenfeld Ph.D. (July 21-22, 2005). Fate Transport, Persistence and Toxicology of PFOA and Related Perfluorochemicals. *2005 National Groundwater Association Ground Water And Environmental Law Conference*. Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

Paul Rosenfeld Ph.D. (July 21-22, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, Toxicology and Remediation. *2005 National Groundwater Association Ground Water and Environmental Law Conference.* Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

Paul Rosenfeld, Ph.D. and James Clark Ph.D. and Rob Hesse R.G. (May 5-6, 2004). Tert-butyl Alcohol Liability and Toxicology, A National Problem and Unquantified Liability. *National Groundwater Association. Environmental Law Conference*. Lecture conducted from Congress Plaza Hotel, Chicago Illinois.

Paul Rosenfeld, Ph.D. (March 2004). Perchlorate Toxicology. *Meeting of the American Groundwater Trust*. Lecture conducted from Phoenix Arizona.

Hagemann, M.F., **Paul Rosenfeld, Ph.D.** and Rob Hesse (2004). Perchlorate Contamination of the Colorado River. *Meeting of tribal representatives*. Lecture conducted from Parker, AZ.

Paul Rosenfeld, Ph.D. (April 7, 2004). A National Damage Assessment Model For PCE and Dry Cleaners. *Drycleaner Symposium. California Ground Water Association*. Lecture conducted from Radison Hotel, Sacramento, California.

Rosenfeld, P. E., Grey, M., (June 2003) Two stage biofilter for biosolids composting odor control. *Seventh International In Situ And On Site Bioremediation Symposium Battelle Conference* Orlando, FL.

Paul Rosenfeld, Ph.D. and James Clark Ph.D. (February 20-21, 2003) Understanding Historical Use, Chemical Properties, Toxicity and Regulatory Guidance of 1,4 Dioxane. *National Groundwater Association. Southwest Focus Conference. Water Supply and Emerging Contaminants*.. Lecture conducted from Hyatt Regency Phoenix Arizona.

Paul Rosenfeld, Ph.D. (February 6-7, 2003). Underground Storage Tank Litigation and Remediation. *California CUPA Forum*. Lecture conducted from Marriott Hotel, Anaheim California.

Paul Rosenfeld, Ph.D. (October 23, 2002) Underground Storage Tank Litigation and Remediation. *EPA Underground Storage Tank Roundtable*. Lecture conducted from Sacramento California.

Rosenfeld, P.E. and Suffet, M. (October 7- 10, 2002). Understanding Odor from Compost, *Wastewater and Industrial Processes. Sixth Annual Symposium On Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

Rosenfeld, P.E. and Suffet, M. (October 7- 10, 2002). Using High Carbon Wood Ash to Control Compost Odor. *Sixth Annual Symposium On Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

Rosenfeld, P.E. and Grey, M. A. (September 22-24, 2002). Biocycle Composting For Coastal Sage Restoration. *Northwest Biosolids Management Association*. Lecture conducted from Vancouver Washington..

Rosenfeld, P.E. and Grey, M. A. (November 11-14, 2002). Using High-Carbon Wood Ash to Control Odor at a Green Materials Composting Facility. *Soil Science Society Annual Conferenc*e. Lecture conducted from Indianapolis, Maryland.

Rosenfeld. P.E. (September 16, 2000). Two stage biofilter for biosolids composting odor control. *Water Environment Federation.* Lecture conducted from Anaheim California.

Rosenfeld. P.E. (October 16, 2000). Wood ash and biofilter control of compost odor. *Biofest.* Lecture conducted from Ocean Shores, California.

Rosenfeld, P.E. (2000). Bioremediation Using Organic Soil Amendments. *California Resource Recovery Association*. Lecture conducted from Sacramento California.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation With High-Carbon Wood-Ash. *Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings*. Lecture conducted from Bellevue Washington.

Rosenfeld, P.E., and C.L. Henry. (1999). An evaluation of ash incorporation with biosolids for odor reduction. *Soil Science Society of America*. Lecture conducted from Salt Lake City Utah.

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Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Comparison of Microbial Activity and Odor Emissions from Three Different Biosolids Applied to Forest Soil. *Brown and Caldwell.* Lecture conducted from Seattle Washington.

Rosenfeld, P.E., C.L. Henry. (1998). Characterization, Quantification, and Control of Odor Emissions from Biosolids Application To Forest Soil. *Biofest.* Lecture conducted from Lake Chelan, Washington.

Rosenfeld, P.E, C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation With High-Carbon Wood-Ash. Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings. Lecture conducted from Bellevue Washington.

Rosenfeld, P.E., C.L. Henry, R. B. Harrison, and R. Dills. (1997). Comparison of Odor Emissions From Three Different Biosolids Applied to Forest Soil. *Soil Science Society of America*. Lecture conducted from Anaheim California.

Teaching Experience:

UCLA Department of Environmental Health (Summer 2003 through 20010) Taught Environmental Health Science 100 to students, including undergrad, medical doctors, public health professionals and nurses. Course focused on the health effects of environmental contaminants.

National Ground Water Association, Successful Remediation Technologies. Custom Course in Sante Fe, New Mexico. May 21, 2002. Focused on fate and transport of fuel contaminants associated with underground storage tanks.

National Ground Water Association; Successful Remediation Technologies Course in Chicago Illinois. April 1, 2002. Focused on fate and transport of contaminants associated with Superfund and RCRA sites.

California Integrated Waste Management Board, April and May, 2001. Alternative Landfill Caps Seminar in San Diego, Ventura, and San Francisco. Focused on both prescriptive and innovative landfill cover design.

UCLA Department of Environmental Engineering, February 5, 2002. Seminar on Successful Remediation Technologies focusing on Groundwater Remediation.

University Of Washington, Soil Science Program, Teaching Assistant for several courses including: Soil Chemistry, Organic Soil Amendments, and Soil Stability.

U.C. Berkeley, Environmental Science Program Teaching Assistant for Environmental Science 10.

Academic Grants Awarded:

California Integrated Waste Management Board. $41,000 grant awarded to UCLA Institute of the Environment. Goal: To investigate effect of high carbon wood ash on volatile organic emissions from compost. 2001.

Synagro Technologies, Corona California: $10,000 grant awarded to San Diego State University.
Goal: investigate effect of biosolids for restoration and remediation of degraded coastal sage soils. 2000.

King County, Department of Research and Technology, Washington State. $100,000 grant awarded to University of Washington: Goal: To investigate odor emissions from biosolids application and the effect of polymers and ash on VOC emissions. 1998.

Northwest Biosolids Management Association, Washington State. $20,000 grant awarded to investigate effect of polymers and ash on VOC emissions from biosolids. 1997.

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James River Corporation, Oregon: $10,000 grant was awarded to investigate the success of genetically engineered Poplar trees with resistance to round-up. 1996.

United State Forest Service, Tahoe National Forest: $15,000 grant was awarded to investigating fire ecology of the Tahoe National Forest. 1995.

Kellogg Foundation, Washington D.C. $500 grant was awarded to construct a large anaerobic digester on St. Kitts in West Indies. 1993

Deposition and/or Trial Testimony:

In the Superior Court of the State of California, County of San Bernardino
Billy Wildrick, Plaintiff vs. BNSF Railway Company
Case No. CIVDS1711810
Rosenfeld Deposition 10-17-2022

In the State Court of Bibb County, State of Georgia
Richard Hutcherson, Plaintiff vs Norfolk Southern Railway Company
Case No. 10-SCCV-092007
Rosenfeld Deposition 10-6-2022

In the Civil District Court of the Parish of Orleans, State of Louisiana
Millard Clark, Plaintiff vs. Dixie Carriers, Inc. et al.
Case No. 2020-03891
Rosenfeld Deposition 9-15-2022

In The Circuit Court of Livingston County, State of Missouri, Circuit Civil Division
Shirley Ralls, Plaintiff vs. Canadian Pacific Railway and Soo Line Railroad
Case No. 18-LV-CC0020
Rosenfeld Deposition 9-7-2022

In The Circuit Court of the 13th Judicial Circuit Court, Hillsborough County, Florida Civil Division
Jonny C. Daniels, Plaintiff vs. CSX Transportation Inc.
Case No. 20-CA-5502
Rosenfeld Deposition 9-1-2022

In The Circuit Court of St. Louis County, State of Missouri
Kieth Luke et. al. Plaintiff vs. Monsanto Company et. al.
Case No. 19SL-CC03191
Rosenfeld Deposition 8-25-2022

In The Circuit Court of the 13th Judicial Circuit Court, Hillsborough County, Florida Civil Division
Jeffery S. Lamotte, Plaintiff vs. CSX Transportation Inc.
Case No. NO. 20-CA-0049
Rosenfeld Deposition 8-22-2022

In State of Minnesota District Court, County of St. Louis Sixth Judicial District
Greg Bean, Plaintiff vs. Soo Line Railroad Company
Case No. 69-DU-CV-21-760
Rosenfeld Deposition 8-17-2022

In United States District Court Western District of Washington at Tacoma, Washington
John D. Fitzgerald Plaintiff vs. BNSF
Case No. 3:21-cv-05288-RJB
Rosenfeld Deposition 8-11-2022

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In Circuit Court of the Sixth Judicial Circuit, Macon Illinois
Rocky Bennyhoff Plaintiff vs. Norfolk Southern
Case No. 20-L-56
Rosenfeld Deposition 8-3-2022

In Court of Common Pleas, Hamilton County Ohio
Joe Briggins Plaintiff vs. CSX
Case No. A2004464
Rosenfeld Deposition 6-17-2022

In the Superior Court of the State of California, County of Kern
George LaFazia vs. BNSF Railway Company.
Case No. BCV-19-103087
Rosenfeld Deposition 5-17-2022

In the Circuit Court of Cook County Illinois
Bobby Earles vs. Penn Central et. al.
Case No. 2020-L-000550
Rosenfeld Deposition 4-16-2022

In United States District Court Easter District of Florida
Albert Hartman Plaintiff vs. Illinois Central
Case No. 2:20-cv-1633
Rosenfeld Deposition 4-4-2022

In the Circuit Court of the 4th Judicial Circuit, in and For Duval County, Florida
Barbara Steele vs. CSX Transportation
Case No.16-219-Ca-008796
Rosenfeld Deposition 3-15-2022

In United States District Court Easter District of New York
Romano et al. vs. Northrup Grumman Corporation
Case No. 16-cv-5760
Rosenfeld Deposition 3-10-2022

In the Circuit Court of Cook County Illinois
Linda Benjamin vs. Illinois Central
Case No. No. 2019 L 007599
Rosenfeld Deposition 1-26-2022

In the Circuit Court of Cook County Illinois
Donald Smith vs. Illinois Central
Case No. No. 2019 L 003426
Rosenfeld Deposition 1-24-2022

In the Circuit Court of Cook County Illinois
Jan Holeman vs. BNSF
Case No. 2019 L 000675
Rosenfeld Deposition 1-18-2022

In the State Court of Bibb County State of Georgia
Dwayne B. Garrett vs. Norfolk Southern
Case No. 20-SCCV-091232
Rosenfeld Deposition 11-10-2021

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In the Circuit Court of Cook County Illinois
Joseph Ruepke vs. BNSF
Case No. 2019 L 007730
Rosenfeld Deposition 11-5-2021

In the United States District Court For the District of Nebraska
Steven Gillett vs. BNSF
Case No. 4:20-cv-03120
Rosenfeld Deposition 10-28-2021

In the Montana Thirteenth District Court of Yellowstone County
James Eadus vs. Soo Line Railroad and BNSF
Case No. DV 19-1056
Rosenfeld Deposition 10-21-2021

In the Circuit Court Of The Twentieth Judicial Circuit, St Clair County, Illinois
Martha Custer et al.cvs. Cerro Flow Products, Inc.
Case No. 0i9-L-2295
Rosenfeld Deposition 5-14-2021
Trial October 8-4-2021

In the Circuit Court of Cook County Illinois
Joseph Rafferty vs. Consolidated Rail Corporation and National Railroad Passenger Corporation d/b/a AMTRAK,
Case No. 18-L-6845
Rosenfeld Deposition 6-28-2021

In the United States District Court For the Northern District of Illinois
Theresa Romcoe vs. Northeast Illinois Regional Commuter Railroad Corporation d/b/a METRA Rail
Case No. 17-cv-8517
Rosenfeld Deposition 5-25-2021

In the Superior Court of the State of Arizona In and For the Cunty of Maricopa
Mary Tryon et al. vs. The City of Pheonix v. Cox Cactus Farm, L.L.C., Utah Shelter Systems, Inc.
Case No. CV20127-094749
Rosenfeld Deposition 5-7-2021

In the United States District Court for the Eastern District of Texas Beaumont Division
Robinson, Jeremy et al vs. CNA Insurance Company et al.
Case No. 1:17-cv-000508
Rosenfeld Deposition 3-25-2021

In the Superior Court of the State of California, County of San Bernardino
Gary Garner, Personal Representative for the Estate of Melvin Garner vs. BNSF Railway Company.
Case No. 1720288
Rosenfeld Deposition 2-23-2021

In the Superior Court of the State of California, County of Los Angeles, Spring Street Courthouse
Benny M Rodriguez vs. Union Pacific Railroad, A Corporation, et al.
Case No. 18STCV01162
Rosenfeld Deposition 12-23-2020

In the Circuit Court of Jackson County, Missouri
Karen Cornwell, Plaintiff, vs. Marathon Petroleum, LP, Defendant.
Case No. 1716-CV10006
Rosenfeld Deposition 8-30-2019

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In the United States District Court For The District of New Jersey
Duarte et al, Plaintiffs, vs. United States Metals Refining Company et. al. Defendant.
Case No. 2:17-cv-01624-ES-SCM
Rosenfeld Deposition 6-7-2019

In the United States District Court of Southern District of Texas Galveston Division
M/T Carla Maersk vs. Conti 168., Schiffahrts-GMBH & Co. Bulker KG MS "Conti Perdido" Defendant.
Case No. 3:15-CV-00106 consolidated with 3:15-CV-00237
Rosenfeld Deposition 5-9-2019

In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica
Carole-Taddeo-Bates et al., vs. Ifran Khan et al., Defendants
Case No. BC615636
Rosenfeld Deposition 1-26-2019

In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica
The San Gabriel Valley Council of Governments et al. vs El Adobe Apts. Inc. et al., Defendants
Case No. BC646857
Rosenfeld Deposition 10-6-2018; Trial 3-7-19

In United States District Court For The District of Colorado
Bells et al. Plaintiffs vs. The 3M Company et al., Defendants
Case No. 1:16-cv-02531-RBJ
Rosenfeld Deposition 3-15-2018 and 4-3-2018

In The District Court Of Regan County, Texas, 112th Judicial District
Phillip Bales et al., Plaintiff vs. Dow Agrosciences, LLC, et al., Defendants
Cause No. 1923
Rosenfeld Deposition 11-17-2017

In The Superior Court of the State of California In And For The County Of Contra Costa
Simons et al., Plaintifs vs. Chevron Corporation, et al., Defendants
Cause No. C12-01481
Rosenfeld Deposition 11-20-2017

In The Circuit Court Of The Twentieth Judicial Circuit, St Clair County, Illinois
Martha Custer et al., Plaintiff vs. Cerro Flow Products, Inc., Defendants
Case No.: No. 0i9-L-2295
Rosenfeld Deposition 8-23-2017

In United States District Court For The Southern District of Mississippi
Guy Manuel vs. The BP Exploration et al., Defendants
Case No. 1:19-cv-00315-RHW
Rosenfeld Deposition 4-22-2020

In The Superior Court of the State of California, For The County of Los Angeles
Warrn Gilbert and Penny Gilber, Plaintiff vs. BMW of North America LLC
Case No. LC102019 (c/w BC582154)
Rosenfeld Deposition 8-16-2017, Trail 8-28-2018

In the Northern District Court of Mississippi, Greenville Division
Brenda J. Cooper, et al., Plaintiffs, vs. Meritor Inc., et al., Defendants
Case No. 4:16-cv-52-DMB-JVM
Rosenfeld Deposition July 2017

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In The Superior Court of the State of Washington, County of Snohomish
Michael Davis and Julie Davis et al., Plaintiff vs. Cedar Grove Composting Inc., Defendants
Case No. 13-2-03987-5
Rosenfeld Deposition, February 2017
Trial March 2017

In The Superior Court of the State of California, County of Alameda
Charles Spain., Plaintiff vs. Thermo Fisher Scientific, et al., Defendants
Case No. RG14711115
Rosenfeld Deposition September 2015

In The Iowa District Court In And For Poweshiek County
Russell D. Winburn, et al., Plaintiffs vs. Doug Hoksbergen, et al., Defendants
Case No. LALA002187
Rosenfeld Deposition August 2015

In The Circuit Court of Ohio County, West Virginia
Robert Andrews, et al. v. Antero, et al.
Civil Action No. 14-C-30000
Rosenfeld Deposition June 2015

In The Iowa District Court for Muscatine County
Laurie Freeman et. al. Plaintiffs vs. Grain Processing Corporation, Defendant
Case No. 4980
Rosenfeld Deposition May 2015

In the Circuit Court of the 17th Judicial Circuit, in and For Broward County, Florida
Walter Hinton, et. al. Plaintiff, vs. City of Fort Lauderdale, Florida, a Municipality, Defendant.
Case No. CACE07030358 (26)
Rosenfeld Deposition December 2014

In the County Court of Dallas County Texas
Lisa Parr et al, Plaintiff, vs. Aruba et al, Defendant.
Case No. cc-11-01650-E
Rosenfeld Deposition: March and September 2013
Rosenfeld Trial April 2014

In the Court of Common Pleas of Tuscarawas County Ohio
John Michael Abicht, et al., Plaintiffs, vs. Republic Services, Inc., et al., Defendants
Case No. 2008 CT 10 0741 (Cons. w/ 2009 CV 10 0987)
Rosenfeld Deposition October 2012

In the United States District Court for the Middle District of Alabama, Northern Division
James K. Benefield, et al., Plaintiffs, vs. International Paper Company, Defendant.
Civil Action No. 2:09-cv-232-WHA-TFM
Rosenfeld Deposition July 2010, June 2011

In the Circuit Court of Jefferson County Alabama
Jaeanette Moss Anthony, et al., Plaintiffs, vs. Drummond Company Inc., et al., Defendants
Civil Action No. CV 2008-2076
Rosenfeld Deposition September 2010

In the United States District Court, Western District Lafayette Division
Ackle et al., Plaintiffs, vs. Citgo Petroleum Corporation, et al., Defendants.
Case No. 2:07CV1052
Rosenfeld Deposition July 2009

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Letter J Responses to Comments from Golden State Environmental Justice Alliance (GSEJA)

J-1 The commenter thanks the City for the opportunity to review the EIR and requests that the Golden State Environmental Justice Alliance be added to the public interest list regarding any subsequent documents and notices for the Project. This comment is acknowledged, and the commenter will be provided with all future Project-related notices at the contact information provided. No further response is required.

J-2 The commenter provides a summary of the Project description and discretionary actions required. The commenter's description of the proposed Project largely is accurate, with exception of the following minor corrections:

- In Item No. 1 of this comment, the correct net acreage for the Project is 106.9 acres (not 108.2 acres). In addition, the commenter's references to 76.92 acres and 31.26 acres (108.18 total acres) are inconsistent with the Project as described in Section 3.0 of the Project's EIR. Specifically, the General Plan land use designation for the northern approximately 95.6 acres of the Project site would be changed from BP, LI, and RLM to BP, while the General Plan land use designation for approximately 11.2 acres of the southwestern portion of the Project site would be changed from RLM and LI to "Residential High (RH)."
- In Item No. 3 of this comment, the commenter incorrectly describes the acreage for proposed BP land uses and Planning Area 1 as 95.5 acres, which should instead be 95.6 acres.
- In Item No. 5 of this comment, the commenter provides several incorrect values, as follows:
  - In Subitem 5.1, Building 1 would have 199 passenger vehicle parking spaces (not 208 spaces), and would have 30 truck trailer parking spaces (not 31 spaces).
  - In Subitem 5.2, Building 2 would have 190 passenger vehicle parking spaces (not 215 spaces).
  - In Subitem 5.3, Building 3 would have 187 passenger vehicle parking spaces (not 191 spaces).
  - In Subitem 5.4, Building 4 would have 214 passenger vehicle parking spaces (not 183 spaces) and 77 truck trailer parking spaces (not 79 spaces).
  - In Subitem 5.5, Trailer Storage Lot 1 would have a total of 232 truck trailer parking spaces (not 254 spaces).

No further response is necessary.

J-3 The commenter asserts that the DEIR did not include a floor plan, detailed elevations, or a grading plan, and notes that the grading plans exclude the earthwork quantity notes. With respect to grading quantities, the commenter is referred to DEIR subsection 3.5.3.E, which clearly notes that "[t]he total mass grading quantity is estimated at 921,241cubic yards (c.y.) of cut and 726,166 c.y. of fill with

195,074 c.y. of export" (as the commenter acknowledges in Comment J-4). As the entire Project site is anticipated to be mass graded (as described on DEIR p. 3-17), it would not be useful to identify the specific grading quantities associated with each of the Project's proposed Development Plan Review (DPR) applications, nor would the disclosure of such quantities affect any of the environmental impact analyses presented throughout the DEIR. With respect to the commenter's assertion that "detailed elevations" were not provided, the commenter is referred to DEIR Figures 3-16, 3-22, 3-26, and 3-30, which depict the detailed building elevations for proposed Buildings 1 through 4, respectively. Detailed elevations for the future multi-family or church uses within Planning Area 2 of the proposed Oak Valley North Specific Plan (OVNSP) are not available at this time, as no site-specific applications have been filed for this portion of the Project site for development. Regardless, Section 3.0 of the Project's DEIR provides sufficient information about potential future development within OVNSP Planning Area 2 to afford the public the meaningful opportunity to comment on the Project and the Project's potential environmental effects. With respect to floor plans, floor plans were prepared as part of the Project's Development Plan Review (DPR) and Conditional Use Permit (CUP) applications; however, it is unclear from this comment how a depiction of future floor plans would provide any additional information beyond what already is shown on the Master Site Plan presented on DEIR Figure 3-13 or on the individual DPR/CUP site plans presented on DEIR Figures 3-14, 3-20, 3-24, and 3-28, nor is it clear from this comment how information from floor plans would affect any of the DEIR's analysis of the Project's potential impacts to the environment. Accordingly, no revision to the DEIR is warranted pursuant to this comment.

J-4 The commenter states that there is no method for the public to verify the earthwork quantities provided in the EIR, and asserts that such information is essential to verify the grading plan and earthwork export quantities. The earthwork quantities for cut, fill, and export were calculated for the Project site by the Project's civil engineer (Albert A. Webb Associates), and represent an accurate reflection of the amount of grading anticipated during the Project's construction phase. While the calculation of earthwork quantities is a complicated endeavor, there is sufficient information available in the public record to enable an outside party to verify the earthwork quantities cited by the DEIR. Specifically, information regarding the existing topography of the Project site is readily available from both public and proprietary sources (e.g., electronic topographic information is readily available from the United States Geological Survey [USGS][30]), and the site's existing topography also was depicted on the grading plans included as part of the Project's DPR/CUP application materials, and were depicted on DEIR Figures 3-15, 3-21, 3-25, 3-29, 3-33, and 3-36. Additionally, DEIR Figure 3-10 identifies the specific grading contour lines in one-foot intervals, which easily could be digitized in a Computer Aided Drafting (CAD) software program. The anticipated earthwork quantities could be calculated using the existing topographic data and the proposed grading contours depicted on DEIR Figure 3-10, thereby enabling the public to verify grading quantities. Thus, the commenter had full access to information necessary to enable the verification of the earthwork quantities as stated in the DEIR. No revision to the DEIR is warranted pursuant to this comment.

[30] See https://www.usgs.gov/the-national-map-data-delivery/gis-data-download.

J-5 The commenter asserts that the DEIR was deficient because it did not specifically identify a receiver site for the Project's export materials during grading, and alleges that the assumed distance of 20 miles is uncertain, unenforceable, and violates CEQA. The DEIR's assumption that export materials would be hauled to a site located no more than 20 miles from the Project site represents a conservative analysis. First, a haul distance of 20 miles encompasses a large portion of Riverside County and San Bernardino County, including areas as far east as the Cabazon community (approximately 16.8 roadway miles), areas as far northwest as the City of Colton (18.5 roadway miles), and areas as far southwest as the City of Moreno Valley (18.5 roadway miles) (Google Earth, 2024). Further, this distance encompasses two Riverside County Department of Waste Resources public landfills, the Lamb Canyon Landfill (approximately 9.3 roadway miles) and the Badlands Moreno Valley Landfill (approximately 15.4 roadway miles) that accept dirt and need it periodically for their operations. Additionally, hauling large quantities of earthwork material is an expensive endeavor, and the cost of exporting soil material is heavily influenced by the distances the haul trucks must travel from the Project site. Thus, it is far more likely that soils exported from the Project site would be hauled to a site located much closer to the Project site than the 20 miles assumed by the EIR because the Project Applicant would be financially incentivized to identify a site that is within minimal distance from the Project site. With respect to the commenter's assertion that the DEIR should be revised to identify a specific location for the destination site, the Project Applicant has not at this time identified any off-site receiving sites for exported soil materials, as a specific site location only would be identified in the future once grading activities on site are imminent. Accordingly, any evaluation of a specific destination site for the Project's export materials would be too speculative for evaluation by this EIR (see CEQA Guidelines Section 15145). Notwithstanding, at the time the Project Applicant files applications with the City for grading permits, the City would require the Project Applicant to identify a receiving site for the export materials. In the event that the receiving site has not already been entitled for development and has not had appropriate environmental clearances, including CEQA compliance, then additional CEQA analysis would be conducted at that time and would be required prior to the issuance of grading permits authorizing the export of soil materials from the site. No revision to the DEIR is warranted pursuant to this comment.

J-6 The commenter reasserts their comment that the DEIR did not provide adequate floor plans, grading plans, elevations, or a project narrative, and alleges that these deficiencies warrant the preparation of a revised EIR that must be recirculated for public review. The commenter is referred to the responses to Comments J-3 through J-5, which are responsive to these concerns. For the reasons noted in those responses, no revision to the DEIR is warranted pursuant to this comment and no recirculation of the DEIR for an additional 45-day public review period is necessary.

J-7 The commenter references a technical memo from SWAPE, states that CalEEMod does not comply with the 2022 Building Energy Efficiency Standards, and therefore concludes that the EIR did not accurately model the Project's energy impacts and fuel consumption. The commenter also asserts that the EIR must be revised using a California-approved compliance modeling software for non-residential buildings. The SWAPE technical commentary is acknowledged, and the comments provided therein are addressed in the responses to Comments J-34 through J-39. As noted in those responses, the City considers the Project's Air Quality Impact Analysis ("AQIA"; DEIR *Technical*

Appendix C), Mobile Source Health Risk Assessment ("HRA"; DEIR *Technical Appendix D*), Energy Analysis ("EA"; DEIR *Technical Appendix G*), and Greenhouse Gas Assessment ("GHGA"; DEIR *Technical Appendix J*) to accurately represent the extent and magnitude of the Project's air quality impacts, health risk impacts, energy impacts, and GHG emissions impacts. The analysis provided by the commentor evidences a "difference of opinion" regarding how to undertake these analyses. In this regard, CEQA Guidelines Section 15151, Standards for Adequacy of an EIR, provides the following:

> "An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. *Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure*" [emphasis added].

Despite disagreement expressed by the commentor, the DEIR prepared for the Project including, but not limited to, supporting technical analyses are considered adequate, complete, and represent a good faith effort at full disclosure of potential impacts.

The commenter also asserts that CalEEMod modeling of energy consumption presented in the DEIR is somehow flawed, stating that CalEEMod "under-reports the project's significant energy impacts and fuel consumption to the public and decision makers." The commenter provides no evidence in support of this speculative statement. As provided for at CEQA Guidelines Section15384(a), *Substantial Evidence*, "[a]rgument, speculation, unsubstantiated opinion or narrative . . . does not constitute substantial evidence." Furthermore, CEQA does not mandate that certain tools or modeling protocols be employed in environmental analysis such as is suggested by the commenter. CEQA requires only that analyses be sufficient to provide decision-makers with information enabling them to make decisions that intelligently account of environmental consequences of projects (see CEQA Guidelines Section 15151, *Standards of Significance*). The DEIR provides such sufficient information and therefore meets all applicable CEQA requirements.

With specific regard to use of CalEEMod for the purposes of modeling energy consumption, the City of Calimesa has historically and successfully employed CalEEMod for this purpose. Further, the SCAQMD, the Responsible Agency for air quality considerations, sanctions use of CalEEMod to provide a "uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and greenhouse gas (GHG) emissions associated with both construction and operational from a variety of land use projects." Through the use of CalEEMod, SCAQMD integrates air quality and energy impact analyses. To ensure consistency of and accuracy of analyses in support of SCAQMD policies, the City of Calimesa has determined that CalEEMod is appropriate for CEQA modeling of both air quality impacts and energy consumption.

Note further, the energy modeling protocols cited by the commenter (i.e., CBECC-Com, EnergyPro, and IES VE) provide modeling of building energy consumption only, whereas CalEEMod comprehensively and cohesively provides building energy consumption estimates, establishes the basis for estimating construction activity/construction equipment energy consumption, and accounts for mobile-source (vehicular) energy consumption. This latter category (vehicular energy consumption) comprises the majority of Project's anticipated energy demand. If anything, the energy modeling protocols offered by the commenter (which do not consider energy consumption attributable to construction activities or mobile sources) would vastly underestimate the Project energy demands and Project's anticipated levels of energy consumption. The DEIR analysis accurately estimates the Project energy demands, and substantiates that all Project energy impacts would be less-than-significant. Please refer to DEIR Section 4.6, *Energy*, and the Project's EA technical report (DEIR *Technical Appendix G*).

Based on the preceding discussions, the substantial evidence presented in the DEIR, and the whole record before the City of Calimesa, the DEIR adequately and accurately evaluated the Project's potential energy impacts and related air quality impacts. Accordingly, no revisions to the DEIR or the technical reports prepared in support of the DEIR are warranted pursuant to this comment. No further response is necessary.

J-8 The commenter asserts that the EIR improperly relies on approval of the Project's applications for a General Plan Amendment (GPA) and Zone Change (ZC) in concluding that the Project would not conflict with the General Plan, asserts that the reliance on approval of the Project's GPA and ZC applications resulted in a lack of analysis of the true impacts of the proposed changes in land use, and states that the Project's proposed increase in the maximum building height from 50 feet to 55 feet was not adequately addressed by the DEIR. First, the DEIR properly concluded that with approval of the Project's applications for a GPA and ZC, the Project would be fully consistent with the General Plan and zoning requirements, as approval of these applications would redesignate the property in a manner that would ensure that the Project's proposed land uses are fully consistent with both the General Plan and zoning requirements. The Project would not (and could not) be constructed until the City Council approved the requested GPA and ZC, and therefore become the existing zoning for the Project when construction and operation thereof commence. In addition, an extensive analysis of the Project's consistency with the City of Calimesa General Plan was provided in DEIR Subsection 4.11, *Land Use and Planning*, under the analysis of Threshold b. and in DEIR Table 4.11-1. Furthermore, the DEIR included a total of 20 subsections evaluating all of the issue areas identified by Appendix G to the CEQA Guidelines, and the analysis of these issue areas throughout the DEIR accounted for potential environmental effects associated with the Project's proposed land uses, and specifically, potential impacts that would result from the change to the proposed land uses from existing conditions. The DEIR also included analysis of an alternative where the Project site would be developed with existing zoning, which provides further analysis regarding the differences between developing the Project site under its existing zoning compared to the proposed land uses. (DEIR, pp. 6-5, 6-17 through -28) With respect to impacts associated with the proposed building heights, the commenter is referred to the analysis of Threshold a. in DEIR Subsection 4.1, *Aesthetics*, which notes that the proposed building heights would not affect any distant views of scenic resources within the

Project's viewshed and concluded that impacts would be less than significant. It should be noted that the analysis of Threshold a. in DEIR Subsection 4.1 erroneously described the maximum building height as 50 feet, rather than 55 feet as is proposed. This has been corrected as part of this Final EIR. However, this revision does not affect the analysis or conclusions presented in DEIR Subsection 4.1 because the DEIR's statement that the Project's buildings "would not affect any distant views of scenic resources within the Project's viewshed" remains correct even when considering the increase in building heights by five feet, as lands to the north, east, and southeast of the Project site all occur at much higher elevations than the Project site. Given the higher elevations of lands that surround the Project site, the DEIR properly concluded that the Project would not adversely affect views of scenic resources.

J-9 The footnotes to Comments J-7 and J-8 are acknowledged, which provide citations to the California Energy Commission 2022 Energy Code Compliance Software and City of Calimesa General Plan. No response is necessary.

J-10 The commenter asserts that the DEIR's statement that other developments would be required to comply with the City's General Plan and Zoning Code (as well as other policies) is not supported by meaningful evidence, and asserts that the DEIR must be revised. The DEIR was correct in asserting that other developments within the City would be reviewed for conformance to the City's General Plan, zoning requirements, and other policies and regulations of the City, as the City would be precluded from approving any developments in conflict with the General Plan, zoning requirements, or other ordinances in effect within the City. Furthermore, the analysis presented in DEIR Subsection 4.11 provides substantial evidence demonstrating that the Project would not conflict with the General Plan, zoning requirements, or any other applicable policies or ordinances, and as such the DEIR properly concluded that the Project would not have the potential to contribute to cumulatively-considerable land use impacts. The commenter also is referred to the discussion and analysis of potential cumulatively-considerable impacts as presented in the remaining subsections of DEIR Section 4.0. Accordingly, no revision to the DEIR is warranted pursuant to this comment.

J-11 The commenter asserts that the EIR provides a misleading consistency analysis with the General Plan goals, policies, and action items and asserts that the EIR must be revised to provide an accurate consistency analysis. The commenter then asserts that the Project would conflict with several specific General Plan goals, policies, and action items, without providing any indication as to how the Project would conflict with such goals, policies, and action items. First, it should be noted that an inconsistency with a goal or policy of an applicable plan is not itself an environmental impact. (See *Orinda Ass'n v. Board of Supervisors* (1986) 182 Cal.App.3d 1145.) Such an inconsistency may be read to indicate a likelihood of an environmental impact or to support such a conclusion, but an inconsistency is not inherently an environmental impact itself. It is well-established that a project does not have to be consistent with each and every goal or policy in a plan to be found consistent with the overall intent of the plan. Determination of consistency requires only that the proposed project be "compatible with the objectives, policies, general land uses, and programs specified in" the applicable plan. (Cal. Gov. Code Section 66473.5.) The courts have interpreted this provision as requiring that a project be "in agreement or harmony with the terms of the applicable plan, not in

rigid conformity with every detail" of it. (*San Franciscans Upholding the Downtown Plan v. City & County of San Francisco* (2002) 102 Cal.App.4th 656, 678; see also *Friends of Lagoon Valley v. City of Vacaville* (2007) 154 Cal.App.4th 807.) In the case of the proposed Project, the Project's potential impacts to the environment were fully evaluated and disclosed in DEIR Section 4.0, *Environmental Analysis*. This comment does not identify any deficiencies with the analysis of Project impacts as presented in DEIR Section 4.0. In addition, under the CEQA Guidelines, an EIR must discuss "any inconsistencies between the proposed project and applicable general plans, specific plans, and regional plans." (See CEQA Guidelines Section15125(d)). Here, the commenter merely provides a list of General Plan policies without providing any specific indication as to how the Project would conflict with such policies, and the commenter further fails to demonstrate how such an alleged conflict would result in a significant environmental effect that is not already evaluated and disclosed in other sections of the DEIR. As this comment does not identify any specific deficiencies in the analysis of the Project's potential impacts to the environment, no revision to the DEIR is warranted pursuant to this comment. The commenter is referred also the response to Comments J-12 through J-15.

J-12 The commenter asserts that the Project is inconsistent with Policy LU-22 due to the current lack of transit service in the immediate Project vicinity and concludes that the Project should not be designated with RH land use. Policy LU-22 does not prohibit the locating of high-density residential developments in areas that are not served by public transit; rather, this policy merely encourages locating high-density residential uses along transit corridors. In addition, by developing the Project site with a mix of employment-generating light industrial warehouse uses and either high density residential or church uses, the Project would establish a development intensity on site that would support new or expanded transit service in the local area. Furthermore, the commenter does not identify any ways in which a conflict with this policy would result in a significant environmental effect that is not already addressed by the DEIR. For example, no credit was taken for potential use of transit, and as such the analysis of Project-related traffic impacts in DEIR Section 4.0 fully accounts for the Project's environmental effects associated with vehicular traffic (refer specifically to DEIR Subsections 4.3, *Air Quality*, 4.8, *Greenhouse Gas Emissions*, and 4.17, *Transportation*). In addition, the commenter is referred to the response to Comment J-11. As this comment does not identify any significant environmental effects that were not already addressed by the DEIR, no revision to the DEIR is warranted pursuant to this comment.

J-13 The commenter asserts that the Project's significant and unavoidable impacts on air quality, greenhouse gas (GHG) emissions, and transportation are inconsistent with several General Plan goals and concludes that the EIR must be revised accordingly. As noted in the response to Comment J-11, an inconsistency with a goal or policy of an applicable plan is not itself an environmental impact. (See *Orinda Ass'n v. Board of Supervisors* (1986) 182 Cal.App.3d 1145.) Such an inconsistency may be read to indicate a likelihood of an environmental impact or to support such a conclusion, but an inconsistency is not inherently an environmental impact itself. Here, the Project's significant and unavoidable impacts to air quality are fully evaluated and disclosed in DEIR Subsection 4.3, *Air Quality*; the Project's significant and unavoidable impacts due to GHG emissions are fully evaluated and disclosed in DEIR Subsection 4.8, *Greenhouse Gas Emissions*; and the Project's significant and

unavoidable impact due to Vehicle Miles Traveled (VMT) was fully evaluated and disclosed in DEIR Subsection 4.17, *Transportation*. In addition, the commenter is referred to the response to Comment J-11 generally. As this comment does not identify any deficiencies with the analysis presented in DEIR Subsections 4.3, 4.8, or 4.17, no revision to the DEIR is warranted pursuant to this comment.

J-14 The commenter asserts that due to modeling errors and because the Project would result in significant and unavoidable impacts to air quality, due to GHG emissions, and due to VMT, the Project is inconsistent with several Connect SoCal Goals, and alleges that the DEIR should be revised accordingly. As noted in the response to Comment J-11, an inconsistency with a goal or policy of an applicable plan is not itself an environmental impact. (See *Orinda Ass'n v. Board of Supervisors* (1986) 182 Cal.App.3d 1145.) Such an inconsistency may be read to indicate a likelihood of an environmental impact or to support such a conclusion, but an inconsistency is not inherently an environmental impact itself. Here, the Project's significant and unavoidable impacts to air quality are fully evaluated and disclosed in DEIR Subsection 4.3, *Air Quality*; the Project's significant and unavoidable impacts due to GHG emissions are fully evaluated and disclosed in DEIR Subsection 4.8, *Greenhouse Gas Emissions*; and the Project's significant and unavoidable impact due to Vehicle Miles Traveled (VMT) was fully evaluated and disclosed in DEIR Subsection 4.17, *Transportation*. In addition, the commenter is referred to the response to Comment J-11 generally. As this comment does not identify any deficiencies with the analysis presented in DEIR Subsections 4.3, 4.8, or 4.17, no revision to the DEIR is warranted pursuant to this comment.

J-15 The commenter asserts that the EIR must be revised to include the City's General Plan horizon year, the total developable building floor area analyzed within the Business Park land use designation, and the amount of cumulative development that has occurred since the General Plan's adoption. The commenter is referred to the extensive discussion and analysis presented in DEIR Subsection 4.14, *Population and Housing*. As clearly stated on DEIR p. 4.14-2, "[a]ccording to SCAG's 2020-2045 RTP/SCS, the population in the City of Calimesa is anticipated to increase from approximately 8,500 people in 2016 to a population of 20,600 people by 2045. Employment within the City over this time period is anticipated to increase from approximately 1,600 jobs in 2016 to approximately 4,100 jobs by 2045." Thus, the DEIR did include an estimate of future population, and conservatively identifies the City's buildout year as occurring in 2045. It is unclear from this comment how disclosing the amount of building area planned within the City's General Plan Business Park land use designation is relevant to the analysis of the Project's environmental effects, considering the key components that must be considered in the impact analysis are the projected number of jobs, number of residents, and the amount of traffic that would be generated from a given development. The DEIR includes a full disclosure of the Project's anticipated number of jobs, residents, and anticipated amount of traffic, all from full buildout of the Project, and includes cumulative impact analyses throughout DEIR Section 4.0 that largely are based on the buildout of the City's General Plan and other general plans in effect within the identified cumulative study areas. Additionally, the commenter does not indicate how the provision of this additional information would result in a significant environmental effect that is not already evaluated and disclosed by the DEIR. As this comment does not identify any specific deficiencies in the DEIR's analysis of the Project's potential significant environmental effects, no revision to the DEIR is warranted pursuant to this comment.

J-16 The commenter asserts that the Project is inconsistent with State Housing Element Law's requirement that a city at no time have an inventory of sites that is insufficient to meet its unmet share of regional housing need, provides a quote from Government Code Section 65863, identifies the development potential of several of the parcels on the Project site, and asserts that the Project's proposed land use changes warrant a revision to the General Plan Housing Element. The commenter is referred to Table 4.14-2, *Population and Employment Estimates Based on Existing Land Use Designations*, in DEIR Subsection 4.1, *Population and Housing*. As shown in DEIR Table 4.14-2, based on the site's existing land use designation of Residential Low Medium (RLM) on approximately 31.3 acres, the site's existing land use designations would allow for up to 219 dwelling units (du), based on the maximum allowable density for the RLM land use designation of 7.0 du/acre. The proposed Project would accommodate up to 223 multi-family dwelling units at a density of approximately 19.9 du/ac. The provision of higher-density residential uses on-site would result in the provision of a less expensive housing product on site in comparison to the lower-density uses authorized based on the site's existing RLM land use designation. Moreover, the Project would accommodate up to four more dwelling units than is currently authorized on site based on the site's existing land use designations. Accordingly, the Project does not warrant a revision to the City's General Plan Housing Element. Additionally, as this comment does not identify any significant environmental effects that are not already evaluated and addressed by the DEIR, no revision to the DEIR is warranted pursuant to this comment.

J-17 The footnote to Comment J-16 is acknowledged, which cites to Government Code Section 65863. No further response is required.

J-18 The footnote to Comment J-16 is acknowledged, which provides a link to the City's Draft 2021-2029 General Plan Housing Element. No response is required.

J-19 The commenter asserts that the EIR has not provided analysis demonstrating that adoption of the Oak Valley North Specific Plan will yield high density residential development, states that the City will not be able to meet its RHNA throughout the planning period, and asserts the EIR must be revised to include a finding of significance. As indicated in Table B-8 of the City of Calimesa 2021-2029 Housing Element, the Housing Element identifies the three existing residential parcels within the Project site as candidate sites. However, the potential capacity of these parcels is calculated using the existing zoning of Residential Low Medium (RLM), for a total of 173 Above-Moderate Income Units. The proposed Project accommodates up to 223 multi-family dwelling units, which, if developed, would assist the City in meeting its RHNA obligations even beyond what was assumed for the Project site by the Housing Element, as it would accommodate four more units that would currently be permitted on the Project site based on the site's existing zoning classifications and would accommodate 50 more Above-Moderate Income Units on site than anticipated by the Housing Element. While the commenter is correct that there is a potential that the southern portions of the Project site may be developed with a church use in lieu of multi-family residential uses, the City does not rely on multi-family development on the Project site in order to meet its RHNA obligations. Specifically, the City's total allocation for Above-Moderate Income Units for the planning period is

868 units. Table B-44 of the Housing Element demonstrates development potential capacity of 6,248 above moderate units citywide. As such, the Housing Element shows a 620% surplus of above moderate unit capacity. Thus, even if the Project site were developed as a church and the 173 Above-Moderate Income Units were not constructed on site, the City still would have the capacity for 6,075 Above-Moderate Income Units, which would exceed the City's RHNA obligations for Above-Moderate Income Units by approximately 500%.Accordingly, implementation of the proposed Project would not conflict with the City of Calimesa General Plan 2021-2029 Housing Element, and no revision to the DEIR is warranted pursuant to this comment.

J-20 The commenter asserts that the EIR does not provide a quantified analysis of the Project's construction workforce and that a revised EIR must analyze construction jobs generated by the Project. It is unclear from this comment how the number of construction-related employees would affect the analysis of the Project's construction-related impacts as presented throughout the DEIR, and it would be speculative to attempt to identify where the Project's construction employees would come from (see CEQA Guidelines Section 15145). The Project's Air Quality Impact Analysis ("AQIA"; DEIR *Technical Appendix C*) calculates the Project's construction-related emissions using defaults provided by the CalEEMod software program and based on the Project's anticipated construction activities, which are fully described in DEIR Section 3.0, *Project Description*. As noted in the CalEEMod outputs presented as Appendices 2.1 and 3.1 to the Project's AQIA, emissions associated with the Project's construction-related employees conservatively were accounted for in the modeling. Construction employee-related emissions also conservatively were accounted for in the analysis of the Project's potential impacts due to GHGs, as presented in DEIR Subsection 4.8. As this comment does not identify any deficiencies with the DEIR's analysis of potential environmental effects associated with Project-related construction employees, no revision to the DEIR is warranted pursuant to this comment.

J-21 The commenter asserts that demographic and geographic information for potential qualified Project construction and operations workers must be provided for environmental analysis, and requests that the DEIR be modified to identify the specific locations where future Project employees may reside. It is not possible to conduct an assessment of the precise location where future Project-related operational employees would reside, and any attempt to do so would be speculation (see CEQA Guidelines Section 15145). Notwithstanding, the DEIR included reasonable assumptions regarding future Project employment and included a full evaluation of potential impacts that may be associated with Project-generated employees. Specifically, the projection of future traffic associated with the Project fully accounts for employee-related trips, as presented in DEIR Tables 3-4 through 3-6, which are based on the Project's Traffic Analysis ("TA"; EIR *Technical Appendix P*). The Project's AQIA calculates the Project's operational-related emissions using data from the Project's TA as well as defaults provided by the CalEEMod and AERMOD software programs to project the Project's anticipated levels of air quality emissions, inclusive of emissions from Project-related employees. The CalEEMod and AERMOD outputs presented as Appendices 3.2 through 3.26 of the Project's AQIA (DEIR *Technical Appendix C*) demonstrate that emissions associated with the Project's anticipated employees were accounted for in the modeling. Impacts due to Project-related employees also were accounted for in the analysis of the Project's potential impacts due to GHGs, as presented

in DEIR Subsection 4.8. In addition, DEIR Subsection 4.14, *Population and Housing*, discloses demographic information and provides substantial evidence demonstrating that the Project would not result in significant environmental effects associated with population or employment growth. As this comment does not identify any specific deficiencies in the DEIR's analysis of potential environmental effects associated with Project-related employees, no revision to the DEIR is warranted pursuant to this comment.

J-22 The commenter asserts that because the Project requires a change in Land Use and Zoning designations and will generate 73% of the City's estimated 29-year job growth, the DEIR must be revised to identify a conflict with the General Plan, South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP), and the Southern California Association of Government's (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), and further requests a cumulative analysis of potential growth inducing effects. The commenter is referred to DEIR Subsection 5.3, which discloses potential environmental impacts associated with the Project's anticipated growth-inducing effects. As this comment does not identify any deficiencies with the analysis presented in DEIR Subsection 5.3, no revision is necessary in relation to the Project's growth-inducing effects. Additionally, DEIR Subsection 4.3 already identifies a significant and unavoidable impact due to a conflict with the SCAQMD 2022 AQMP. In addition, the commenter is incorrect in assuming that the Project's future number of employees would exceed the planned population and/or jobs projections identified by the RTP/SCS such that a significant environmental effect would occur. First, the population and employment projections included in the RTP/SCS are simply estimates of future growth, and do not prescribe any limitations on future growth within the City of Calimesa. Rather, consistency with the RTP/SCS is based on an analysis of Project consistency with the goals and policies included in the RTP/SCS, and an analysis demonstrating Project consistency with the RTP/SCS was presented in DEIR Table 4.17-3 within DEIR Subsection 4.17, *Transportation*. As this comment does not identify any deficiencies in the analysis presented in DEIR Table 4.17-3, no revision to the DEIR is warranted pursuant to this comment. Moreover, the analyses presented throughout the DEIR fully account for the Project's proposed land uses, and discloses significant environmental effects that would result from Project implementation. This comment does not identify any specific environmental effect associated with the Project projected number of employees that has not already been evaluated and addressed as part of the DEIR. Furthermore, the Project's creation of employment opportunities would benefit the City and the larger Inland Empire region by helping to achieve a better jobs-to-housing balance. Accordingly, no revision to the DEIR is warranted pursuant to this comment.

J-23 The footnote to Comment J-22 is acknowledged, which provides a reference to SCAG's RTP/SCS Demographics and Growth Forecast adopted September 3, 2020. No further response is required beyond the response to Comment J-22.

J-24 The commenter asserts without substantiation that the EIR does not analyze the Project's potential to increase traffic hazards or to conflict with residential and school traffic, and points out that the EIR does not include truck maneuvering, queueing space, or turning radius exhibits. The Project's potential traffic-related safety impacts were adequately and appropriately addressed on p. 4.17-32 of

the Project's DEIR. The Project Applicant proposes conventional light industrial/warehouse development with immediate access to fully improved urban roadways. The Project does not propose or require designs or operational elements that would somehow result in dangerous conditions or that would impair emergency access.

The commenter provides an incomplete quote from the DEIR. Correctly stated and in context, the DEIR at p. 4.17-32 states:

> "Although the truck trips that would be generated by the Project have the potential to conflict with traffic related to residential and school uses, the Project's truck traffic would be routed directly to the I-10 via Calimesa Boulevard and the on-ramps located along Singleton Road and Cherry Valley Boulevard, and Project-related truck trips would be directed away from residential streets. As such, the Project would not result in increased hazards to transportation as a result of incompatible uses, and impacts due to incompatible uses would be less than significant." (DEIR at p. 4.17-32)

The DEIR clearly does not conclude that the Project would have the potential to conflict with traffic related to residential and school uses, and in fact substantiates this impact would be less-than-significant.

With regard to commenter's cited requirements for exhibits depicting "the available maneuvering and queueing space for trucks/trailers at the intersection of the project driveways and the adjacent streets, . . . and . . .onsite turning radius available for trucks maneuvering throughout the site," the City of Calimesa has determined the Project design concepts respond to circulation and access requirements of the City and all affected agencies. As provided in CEQA Guidelines Section 15204, "CEQA does not require a lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commenters [such as the information requested by the commenter]. When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR." Here, the City of Calimesa has made such a good faith effort at full disclosure of the Project's circulation design and access considerations. The analysis is supported by the City's professional experience with similar developments and is substantiated by analysis provided by the Project traffic engineering experts. Notwithstanding, and in order to ensure that the Project's driveways are appropriately designed to accommodate truck turning movements into and out of the Project site, the City of Calimesa has added a condition of approval for the Project requiring the Project Applicant to demonstrate that all Project driveway access points along Calimesa Boulevard have been designed to accommodate full truck turning movements prior to the issuance of building permits. With the addition of this condition of approval, it can be assured that adequate spacing for truck turning movements would be accommodated by the Project such that there would not be any adverse effects on circulation associated with Project-related truck turning movements into and out of the Project site. Based on the preceding discussion, the substantial evidence presented in the DEIR, and the whole record before the City of Calimesa, the

DEIR to adequately and accurately evaluated the Project's potential traffic hazard impacts and access impacts. Accordingly, no revisions to the DEIR are warranted based on this comment.

J-25 The commenter asserts that the DEIR failed to specifically acknowledge the City of Calimesa standards for roadway improvements, and asserts that the failure to articulate the City's engineering standards for roadway improvements represents deferred analysis of the Project's physical environmental effects, and as a result the commenter asserts that revisions must be made to the EIR to include truck turn and geometric hazard exhibits. DEIR Subsection 3.0, *Project Description*, includes a detailed description of the Project's application materials, and presents graphics depicting relevant components of the application materials (refer specifically to DEIR Figures 3-13 through 3-37), which implement all applicable City design standards and requirements. Furthermore, as noted in the response to Comment J-24, the City has added a condition of approval for the Project requiring the Project Applicant to demonstrate that all Project driveway access points along Calimesa Boulevard have been designed to accommodate full truck turning movements prior to the issuance of building permits. Section 4.17, *Transportation,* of the DEIR also analyzed this issue and concluded all associated impacts would be less than significant (DEIR, p. 4.17-32). Pursuant to the requirements of the City of Calimesa Fire Department, the Project also would be subject to a standard condition of approval requiring that all roadways must accommodate a minimum 48-foot turning radius, including at all Project driveway locations, and this requirement is reflected in the Project's application materials. As this comment does not identify any specific City design standard or requirement that was not accommodated as part of the Project's application materials, and because this comment does not identify any specific environmental impact that is not already disclosed by the DEIR, no revision to the DEIR is warranted pursuant to this comment beyond the addition of the Project condition of approval related to truck turning movements.

J-26 The commenter asserts that the EIR defers environmental analysis of impacts associated with emergency access and asserts that revisions must be made to the DEIR to address emergency access impacts. The Project would be subject to compliance with the California Building Code (CBC), as adopted by the City of Calimesa pursuant to Chapter 15.05 (Adoption of the 2022 Edition of the California Building Code) of the City's Municipal Code. As required by Section D102 of the CBC, which is applicable within the City of Calimesa, the Project would be required to be "…accessible to fire department apparatus by way of an approved fire apparatus access road with an asphalt, concrete, or other approved driving surface capable of supporting the imposed load of fire apparatus weighting up to 75,000 pounds…" Furthermore, as part of future application for grading and building permits, the City of Calimesa Fire Department would review the application materials to ensure adequate emergency access is accommodated during both construction and long-term operation, in full conformance with City and CBC requirements for access roads. Section 4.17, *Transportation,* of the DEIR also analyzed this issue and concluded all associated impacts would be less than significant (DEIR, p. 4.17-32). Accordingly, because adequate emergency access to the Project site would be ensured by mandatory compliance with the City's Municipal Code and applicable CBC requirements, no revision to the DEIR is warranted pursuant to this comment.

J-27 The commenter asserts that the EIR does not analyze the available horizontal and vertical sight distance at the intersection of the Project driveways and adjacent streets, and states that a revised EIR must include this analysis. The commenter is referred to the Project's DPR and CUP application materials, which depict the required sight distances at each of the Project's driveway access points (refer specifically to Sheet 1 of the DPR and CUP application materials). Furthermore, as part of future development on site, Section 12.20.990 (Sight Distances) of the City's Municipal Code would apply, which requires that "[n]o hedge, shrub, or other planting and no fence or other structure shall be planted or erected in a right-of-way without a permit, nor shall such hedge, shrub, planting, fence, or other structure be erected or maintained in such manner which unreasonably and dangerously impedes, obstructs, denies, or impairs the sight distance for safe pedestrian or vehicular traffic." The City of Calimesa would review future building and landscaping plans to ensure compliance with the sight distance requirements identified on the Project's application materials. Accordingly, because the Project's application materials already depict the required sight distance, and because the ultimate sight distance would be identified as part of future applications for building permits, no revision to the DEIR is warranted pursuant to this comment.

J-28 The commenter asserts that the DEIR did not provide an adequate or accurate cumulative analysis discussion because information about the buildout conditions of the City's General Plan was not provided, and the commenter asserts that the EIR must be revised to evaluate the Project's proposed uses in the context of growth anticipated within the City of Calimesa. The commenter is referred to DEIR subsection 4.0.2, which includes an exhaustive explanation of the methodology used in the DEIR to evaluate cumulatively-considerable impacts. As indicated therein, with exception of certain issue areas where the list of projects approach was utilized, the DEIR's analysis of potential cumulative effects accounts for full buildout of the City of Calimesa General Plan and the general plans of other jurisdictions within the cumulative study area identified for each of the environmental topic areas discussed in EIR Section 4.0. In addition, DEIR Subsection 4.14, *Population and Housing*, discloses demographic information and provides substantial evidence demonstrating that the Project would not result in significant environmental effects associated with population or employment growth. The commenter also is referred to DEIR Subsection 5.3, which discloses potential environmental impacts associated with the Project's anticipated growth-inducing effects. It is unclear from this comment how additional demographic information for the City of Calimesa would affect the DEIR's analysis of environmental effects, as the cumulative impact analyses provided throughout DEIR Section 4.0 fully account for full buildout within the City of Calimesa. Furthermore, this comment does not identify any specific cumulatively-considerable impacts of the proposed Project that were not already evaluated and disclosed in the DEIR. Accordingly, no revision to the DEIR is warranted pursuant to this comment.

J-29 The commenter reiterates concerns regarding the Project's change in Land Use and Zoning designations and associated growth, asserts that the Project's anticipated growth was not anticipated by the General Plan and regional plans, and repeats the assertion that the DEIR should be revised to address the impact of cumulative development and in-progress projects on growth estimates. The commenter is referred to the responses to Comments J-22 and J-28, which are responsive to this comment. No further response is required.

J-30 The commenter asserts that the EIR does not discuss its conclusions of significant and unavoidable air quality, GHG emissions, and VMT impacts, and that the EIR must be revised to include a finding of significance. It is unclear to what this comment is referring. The Project's significant and unavoidable impacts were disclosed in DEIR subsection S.6.2 (Impacts of the Proposed Project), Table S-3 (Mitigation Monitoring and Reporting Program), Subsection 4.3 (Air Quality), Subsection 4.8 (Greenhouse Gas Emissions), Subsection 4.17 (Transportation), Subsection 5.1 (Significant Environmental Effects Which Cannot Be Avoided /If the Proposed Project is Implemented), and in Subsection 6.1 (Significant and Unavoidable Project Impacts). Thus, the DEIR presented the Project's significant and unavoidable impacts in no fewer than five locations throughout the DEIR. Accordingly, because the DEIR presented the Project's significant and unavoidable impacts in no fewer than five locations throughout the DEIR, no revision to the DEIR is necessary.

J-31 The commenter asserts that the DEIR's evaluation of potential impacts due to the Project's commitment of resources is deficient because it does not specifically refer to the DEIR's conclusions with respect to air quality and GHGs, and asserts that a revised EIR must be prepared to include such a discussion. It is understood that this comment is in reference to DEIR Subsection 5.2, *Significant Irreversible Environmental Changes Which Would be Involved in the Proposed Project Should it be Implemented*. While the City acknowledges that the Project's significant and unavoidable impacts due to regional air quality emissions, GHG emissions, and due to VMT would represent irreversible changes to the environment, these impacts are fully disclosed throughout the DEIR in multiple locations (as noted in the response to Comment J-30). Furthermore, it is noted that Subsection 5.2 follows directly after DEIR Subsection 5.1, which includes a detailed description of the Project's significant and unavoidable impacts to the environment. Accordingly, the DEIR adequately disclosed the Project's significant and unavoidable impact to the environment, and no revision to the DEIR is warranted pursuant to this comment.

J-32 The commenter asserts that the four alternatives provided in the EIR does not comprise a reasonable range of alternatives and asserts that the EIR must be revised to include additional alternatives, such as a mixed-use project or a project that reduces all significant impacts to a less-than-significant level. This is an inaccurate representation of CEQA requirements. CEQA does not require inclusion of an alternative that reduces all impacts to less than significant levels. The purpose of an alternatives section is to identify ways to reduce or avoid significant environmental effects. (*Laurel Heights Improvement Ass'n v. Regents of Univ. of Cal.* (1988) 47 Cal.3d 376.) An EIR must focus on alternatives that can avoid or substantially lessen a project's significant environmental effects. (Public Resources Code Section 21002; 14 Cal. Code Regs Section 15126.6(a)-(b).) Nonetheless, the No Development Alternative (NDA), as presented in DEIR subsection 6.4.1, would avoid all of the Project's significant environmental effects and therefore meets the commenter's request. Additionally, the commenter is referred to the discussion and analysis of the Reduced Project Alternative (RPA), which considers an alternative development plan for the Project site that would reduce the size of the proposed warehouse buildings by approximately 30%. Aside from the NDA, there is no feasible alternative use of the Project site that would fully avoid the Project's significant and unavoidable environmental effects. For example, the proposed warehouse buildings would need

to be reduced in size by approximately 74% in order to avoid the Project's significant and unavoidable impacts due to NO_X emissions. In addition, in order to avoid the Project's significant and unavoidable impacts due to VMT, the warehouse buildings on site would need to be restricted to a maximum total building area of 63,000 s.f. in order to meet the City's VMT screening criteria for warehouse developments, or a reduction in building area on site by approximately 93.6% as compared to the buildings proposed as part of the Project. The level of reductions in the size of the proposed warehouse buildings that would be required to reduce all Project-related impacts to below a level of significance would render the Project infeasible. In particular, in light of the cost of the land and the lack of demand for building area totaling 63,000 s.f., these changes would ensure that the Project could never be economically feasible and would not proceed. Furthermore, such reductions would largely fail to meet the Project's objectives. Accordingly, the range of alternatives presented in the DEIR fully complies with the requirements of CEQA, and no revision to the DEIR is warranted pursuant to this comment.

J-33 The commenter makes concluding remarks and reiterates the request that the Golden State Environmental Justice Alliance be added to the public interest list regarding any subsequent documents and notices for the Project. This comment is acknowledged, and the City will provide the commenter with all future Project-related notices at the contact information provided. No further response is required.

J-34 The commenter summarizes the Project description, asserts that the DEIR fails to adequately analyze the Project's air quality emissions and health risk impacts, and asserts that a revised EIR be prepared to adequately address air quality and health risk impacts. The commenter's description of the proposed Project generally is accurate; however, it should be noted that as part of the Project, a 1,200-seat church may be constructed in lieu of the 223 dwelling units. Additionally, the number of parking spaces cited by this comment (214 spaces) is in reference to the Building 4 site, only, as there also would be 199 passenger vehicle parking spaces for Building 1, 190 passenger vehicle parking spaces for Building 2, and 187 passenger vehicle parking spaces for Building 3. Please refer also to the responses to Comments J-35 through J-39, which address the individual concerns identified by this comment letter.

J-35 The commenter erroneously indicates that the Project's construction and operational emissions would exceed the South Coast Air Quality Management District (SCAQMD) thresholds, provides a quote from the DEIR describing the Project's significant and unavoidable impacts due to a conflict with the SCAQMD 2022 AQMP, and again incorrectly asserts that the DEIR concludes that the Project would result in significant and unavoidable construction- and operational-related impacts to air quality. While the commenter is correct that the Project's long-term operational emissions would be regionally significant and unavoidable, the commenter is referred to the discussion and analysis of Threshold b. in DEIR Subsection 4.3, *Air Quality*, which clearly demonstrates that the Project's construction-related emissions would be less than significant without the need for mitigation (refer specifically to DEIR Tables 4.3-18 and 4.3-19). No further response is necessary.

J-36 The commenter asserts that the DEIR was flawed because it determined that no additional mitigation is available to reduce the Project's long-term operational air quality impacts to below the SCAQMD regional thresholds of significance, asserts that the Project's air quality impacts would be mitigable, and refers to the list of recommended mitigation measures provided as part of Comment J-39.

The commenter is referred to the response to Comment J-39, which provides an explanation as to why the mitigation measures recommended by this commenter either already have been imposed on the Project, are already required by applicable regulations, would not be feasible, are not applicable to the Project's operational phase, and/or would fail to measurably reduce the Project's long-term operational air quality impacts, let alone to below a level of significance.

In addition, the commenter is referred to the data presented in DEIR Tables 4.3-20 through 4.3-22, which show that mobile-source emissions would comprise between 88.9% and 97.1% of the Project's operational-related NO_X emissions. Neither the Project Applicant nor the City of Calimesa have the ability to regulate emissions from tailpipes, as the federal government and the State of California are the only entities capable of regulating tailpipe emissions. Furthermore, it is noted that with exception of the commenter's suggestion to require all heavy-duty trucks to consist of zero-emission vehicles, none of the mitigation measures suggested by the commenter in Comment J-39 would serve to measurably reduce the Project's operational-related mobile-source emissions.

With respect to zero-emission trucks, it would not be feasible to impose a requirement to require that all of the Project's heavy-duty trucks be fully electric. The commenter also is referred to the response to Comment B-14. As noted therein, there is not enough electrical grid power to sustainably charge these trucks. For example, one trucking company tried to electrify just 30 trucks at a terminal in Joliet, Illinois. Shortly after this plan began, local officials shut it down, commenting that it would draw more electricity than is needed to power the entire city.[31] Even more relevant, a California company attempted to electrify 12 forklifts, which require significantly less power than trucks. Local power utilities told the California company that it was not possible.[32] In a May 2023 report by Resources for the Future, titled *Medium- and Heavy-Duty Vehicle Electrification: Challenges, Policy Solutions, and Open Research Questions*, the report states that medium- and heavy-duty electric vehicles ("MHDEVs") charging (which may exceed several megawatts [MWs] of demand for large fleets) could destabilize electricity distribution systems. Additionally, due to logistical and operational barriers, MHDEVs must be comparable to diesel vehicles in model options, range, recharge time, payloads, and maintenance.[33] However, considering current technologies, MHDEVs generally have ranges below 200 miles, versus more than 1,000 miles for diesel vehicles.[34] Additionally, recharge times are substantially longer than diesel refueling. For example, a clean diesel truck can spend 15 minutes fueling anywhere in the country and then travel about 1,200 miles before fueling again.[35] In contrast, today's long-haul battery electric trucks have a range of about 150-330 miles and can take

[31] https://www.trucking.org/news-insights/heavy-dose-reality-electric-truck-mandates
[32] *Id.*
[33] *Id*.
[34] *Id*.
[35] *Id.*

up to 10 hours to charge.[36] Moreover, fleets without a charging depot will need to rely on public charging stations. In addition to the barriers described above, zero-emission trucks are much more costly to fleet owners. A new, clean-diesel long-haul tractor typically costs in the range of $180,000 to $200,000.[37] Meanwhile, a comparable battery-electric tractor – with a quarter of the range and thus requiring frequent and long hours of charging – costs upwards of $480,000.[38,39]

In addition, each charging station installation can exceed $100,000[40] and public charging stations and required infrastructure for such charging is not widely available.[41] Additionally, there is a significant constraint in sourcing enough raw minerals needed to produce the lithium-ion batteries used in zero-emission trucks. For example, tens of millions of tons of cobalt, graphite, lithium, and nickel will need to be produced.[42] It is estimated that it could take up to 35 years to acquire all the minerals needed to generate enough truck batteries for current levels of global production.[43] Additionally, expanding capacity and sourcing this amount of material creates environmental effects, that in some respects could exceed the emissions of current clean-diesel trucks.[44]

Finally, California's zero-emission trucking regulations have been challenged by numerous other states as an unconstitutional restraint on interstate commerce, and are at least partially unenforceable while the legal challenges are pending, and could ultimately be determined to be unlawful. Accordingly, fully electric trucks are not feasible at this time for the reasons noted above, and the DEIR correctly concluded that the Project's long-term operational-related air quality impacts would remain significant and unavoidable even after the implementation of all feasible mitigation measures. No revision to the DEIR is warranted pursuant to this comment.

J-37 The commenters describe the findings of the Project's Health Risk Assessment ("HRA"; DEIR *Technical Appendix D*), which found that the Project's combined construction and operational cancer-related health risk would be approximately 6.70 in one million under Land Use Scenarios 1 and 3 and 7.16 in one million under Land Use Scenario 2, both of which are below the identified threshold of significance of 10 in one million. This comment accurately reports the findings of the Project's HRA with respect to the combined construction and operational cancer and non-cancer health risks; no response is necessary.

J-38 The commenter asserts that the Project's HRA was flawed in its determination that the Project's cancer and non-cancer health risks would be less than significant, and specifically cites the use of an incorrect Fraction of Time At Home (FAH) values for the third trimester, infant, and child receptors,

[36] *Id*.
[37] *Id*.
[38] *Id*.
[39] *Id*.
[40] https://media.rff.org/documents/Report_23-03_v3.pdf
[41] https://www.ccjdigital.com/alternative-power/battery-electric/article/15545697/charging-forward-with-electric-truck-charging-stations
[42] https://www.trucking.org/news-insights/heavy-dose-reality-electric-truck-mandates
[43] *Id*.
[44] *Id*.

and asserts the HRA should have used an FAH value of 1 for the third trimester, infant, and child receptors. All modeling conducted in association with the Project's Health Risk Assessment ("HRA"; DEIR *Technical Appendix D*) conforms with SCAQMD's *Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis* (as noted on p. 22 of the Project's HRA). Specifically, the Office of Environmental Health Hazard Assessment (OEHHA) publication, *Air Toxics Hot Spots Program: Risk Assessment Guidelines, Guidance Manual for Preparation of Health Risk Assessments*, in Table 8.4, *Recommendations for Fraction of Time at Home (FAH) for Evaluating Residential Cancer Risk*, clearly notes that for the 3rd trimester and for ages 0 to less than 2 years, the appropriate FAH value is 0.85; however, if a school is within 1 x 10^{-6} (or greater) cancer risk isopleth, an FAH value of 1.0 should be used (OEHHA, 2015, Table 8.4). Here, a school is located within the 1 x 10^{-6} (or greater) cancer risk isopleth, and as such the Project's HRA appropriately utilized an FAH value of 1.0. Accordingly, because the Project's HRA implements the recommendations of the OEHHA for calculating health risk impacts, no revision to the DEIR or the Project's HRA are warranted pursuant to this comment.

J-39 The commenter provides a list of air quality-related mitigation measures based on the California Department of Justice Warehouse Project Best Practices document, and asserts that a revised EIR should include all feasible mitigation measures and demonstrate a commitment to their implementation prior to Project approval. The commenter lists an array of air quality mitigation measures that are generally applicable to development projects. As summarized below, these measures are not required, are redundant with measures already included in the DEIR, or would not demonstrably reduce Project impacts in manner equivalent to or superior to mitigation already included in the DEIR.

Firstly, the first five mitigation measures suggested by the commenter relate to construction activities, and the analysis in DEIR Subsection 4.3 demonstrates that the Project's construction-related air quality impacts would be less than significant. Pursuant to Section 15126.4(a)(3) of the CEQA Guidelines, "[m]itigation measures are not required for effects which are not found to be significant." Accordingly, the City finds that no mitigation measures are necessary to address the Project's less-than-significant construction-related emissions.

With respect to the commenter's suggestion to require all heavy-duty vehicles engaged in drayage to or from the Project site must consist of zero-emission vehicles beginning in 2030, the commenter is referred to the response to Comment J-36, which explains why such a requirement would be infeasible at this time. In addition, the Advanced Clean Fleet Regulation already requires all drayage trucks in California to be zero-emission by 2035. The DEIR includes measures that would reduce heavy-duty vehicle emissions to the extent feasible consistent with current regulations and feasibly available technologies. Specifically, Mitigation Measure MM 4.3-1 requires the provision of Electric Vehicle (EV) charging station infrastructure for heavy-duty trucks. Mitigation Measure 4.3.8(e) requires that all diesel-fueled Medium- Heavy Duty Trucks ("MHDT") and Heavy-Heavy Duty Trucks ("HHD") accessing the site use year CARB 2010 or newer engines. The commenter provides no indication of how the suggested measure would demonstrably or substantially reduce the Project

impacts beyond the reductions achieved through measures already incorporated in the DEIR. Accordingly, no revision to the DEIR is warranted pursuant to this recommended measure.

With respect to the commenter's suggested mitigation measure prohibiting high-cube cold storage warehouse uses unless appropriate charging equipment is provided at the docking areas, the commenter is referred to DEIR subsection 3.6.2, which explicitly notes that the Project's warehouse buildings would operate either as high-cube warehouses or as high-cube parcel hub warehouses and would not include any high-cube cold storage warehouse uses. Additionally, high-cube cold storage warehouse uses are explicitly prohibited pursuant to the proposed Oak Valley North Specific Plan ("OVNSP"; refer specifically to subsection 5.4.1, *Permitted, Conditional and Ancillary Uses*, within OVNSP Chapter 5, *Development Regulations*). The City of Calimesa would review future implementing development on site for conformance to the OVNSP development regulations, including the prohibition on high-cube cold storage warehouse uses.

With respect to the commenter's suggested mitigation measure to install air filtration systems at sensitive receptors within a certain radius of the Project site, the commenter is referred to the discussion and analysis of the Project's localized air quality impacts, as presented under the analysis of Threshold c. in EIR Subsection 4.3. As indicated therein, the Project's localized air quality impacts would be less than significant with the incorporation of the identified mitigation measures. As noted above, Section 15126.4(a)(3) of the CEQA Guidelines is clear that mitigation measures are not required for impacts that are determined to be less than significant.

With respect to the commenters' suggestion to require that all stand-by emergency generators must be powered by a non-diesel fuel, the commenter provides no indication of how the suggested measure would demonstrably or substantially reduce the Project impacts beyond the reductions achieved through measures already incorporated in the DEIR. In addition, the only feasible available alternative to diesel-powered generators would be to provide natural gas-powered generators. However, the Project has been designed to prohibit the use of natural gas in the Project's warehouse buildings, and as such emergency stand-by generators powered by natural gas would not be feasible. Furthermore, the use of back-up generators only occurs on rare occasions when there is a power outage, and air quality emissions associated with diesel-powered generators would be nominal when considered as a component of the Project's overall daily or annual emissions of air quality pollutants and GHGs. Please refer to DEIR Mitigation Measures MM 4.3-1 through 4.3-8, which represent the maximum feasible mitigation available to address the Project's significant and unavoidable impacts to air quality.

With respect to the commenter's suggestion to require LEED green building certification standards, the commenter provides no indication of how the suggested measure would demonstrably or substantially reduce the Project impacts beyond the reductions achieved through measures already incorporated in the DEIR. Furthermore, mitigation included in the DEIR also includes requirements that the Project incorporate a broad range of energy efficient design features (refer to DEIR Mitigation Measure MM 4.8-5). The City of Calimesa considers this measure equivalent to if not superior to energy efficiency mitigation offered by the commenter. The Project would comply with

CALGreen mandates noted by the commenter. Indeed, measures included in the DEIR extend beyond CALGreen mandates, whether wrapped in a LEED certification package or otherwise. Please refer to DEIR Mitigation Measures MM 4.3-1 through 4.3-8, which represent the maximum feasible mitigation available to address the Project's significant and unavoidable impacts to air quality.

With respect to the commenter's suggestion to provide meal options onsite or shuttles between the facility and nearby meal destinations, the commenter is referred to DEIR Mitigation Measure MM 4.17-2 (Required Commute Trip Reduction Program), which affords future tenants the flexibility to develop and employ those actions that would most effectively reduce the Project's Vehicle Miles Traveled (VMT). The commenter provides no indication of how the suggested measure would demonstrably or substantially reduce the Project impacts beyond the reductions achieved through measures already incorporated in the DEIR.

With respect to the commenter's suggested measure to improve and maintain vegetation and tree canopy for residents in and around the Project site, the Project already would be required to comply with landscaping requirements articulated by EIR Mitigation Measure MM 4.8-14(d), which requires that "landscaping along all bordering public streets and adjacent sensitive receptors, with trees spaced no further apart than 25 feet on center. Fifty percent of the landscape screening shall include a minimum of 36- inch box trees." The provision of Mitigation measure MM 4.8-14 would achieve the measure suggested by this comment. Additionally, the City of Calimesa Municipal Code already requires that "[t]rees shall be planted and maintained throughout the parking lot area to ensure that within 15 years after establishment of the parking lot at least 50 percent of the parking spaces will be shaded…." (CMC 18.70.130.B.1) Furthermore, the commenter provides no indication of how the suggested measure would demonstrably or substantially reduce the Project impacts beyond the reductions achieved through measures already incorporated in the DEIR.

With respect to the commenter's suggestion to require tenants to enroll in the United States Environmental Protection Agency's (EPA) SmartWay program, DEIR Mitigation Measure MM 4.3-5 already promotes use of alternative fuels and supports use of clean trucks via a range of available programs and incentives including the United States EPA's SmartWay program. The commenter provides no indication of how the suggested measure would demonstrably or substantially reduce the Project impacts beyond the reductions achieved through measures already incorporated in the DEIR.

With respect to the commenter's suggestion to install and maintain an air monitoring station, as the commenter acknowledges in their own comment such a mitigation measure would fail to mitigate any of the Project's air quality impacts. As such, this recommended mitigation measure has not been added to the DEIR.

Accordingly, and based on the preceding discussions, the measures recommended by this comment would not demonstrably or substantially reduce the Project impacts beyond the reductions achieved through measures already incorporated in the DEIR. Therefore, no revision to the DEIR is warranted pursuant to this comment.

J-40 The footnotes to Comments J-38 and J-39 are acknowledged, which provide citations to SCAQMD's Risk Assessment Procedures and the California Department of Justice Best Practices and Mitigation Measures publications. No further response is required.

J-41 The commenter provides a disclaimer regarding the commenter's access to Project information. This comment is noted, and no further response is required.

J-42 The commenters provide curricula vitae of commenters Matt Hagemann and Paul Rosenfeld. This comment is noted. No further response is required.

Comment Letter K

May 10, 2024

Advocates for the Environment
A non-profit public-interest law firm
and environmental advocacy organization

Kelly Lucia
Planning Director
City of Calimesa
908 Park Avenue
Calimesa, CA 92320

Via U.S. Mail and email to klucia@cityofcalimesa.net

Re: Comments on Draft Environmental Impact Report for Oak Valley North Project, SCH No. 2022120265

Dear Ms. Lucia:

Advocates for the Environment submits the comments in this letter regarding the Draft Environmental Impact Report (**DEIR**) for the Oak Valley North Project (**Project**). The Project Site is near Interstate 10, Calimesa Boulevard, Singleton Road, and Beckwith Avenue in the City of Calimesa (**City**). The Project proposes to develop the approximately 110.2-acre Project Site by constructing four industrial warehouse buildings: Building 1, which would be a 236,892 square-foot warehouse with 37 loading docks; Building 2, which would be a 249,840 square-foot warehouse with 74 loading docks; Building 3, which would be a 249,000 square-foot warehouse with 93 loading docks; and Building 4 which would be 246,500 square-foot warehouse with 50 loading docks. This project also proposes 2 trailer storage lots. We have reviewed the DEIR prepared in March 2024 and submit comments regarding the sufficiency of the DEIR's Greenhouse-Gas (**GHG**) analysis under the California Environmental Quality Act (**CEQA**). K-1

The City Should Require the Project to be Net-Zero

Given the current regulatory context and technological advancements, a net-zero significance threshold is feasible and extensively supportable. GHG emissions from buildings, including indirect emissions from offsite generation of electricity, direct emissions produced onsite, and from construction with cement and steel, amounted to 21% of global GHG emissions in 2019. (IPCC Sixth Assessment Report, Climate Change 2022, WGIII, Mitigation of Climate Change, p. 9-4.) This is a considerable portion of global GHG emissions. It is much more affordable to construct new building projects to be net-zero than to obtain the same level of GHG reductions by expensively retrofitting older buildings to comply with climate change regulations. Climate damages will keep increasing until we reach net zero GHG emissions, and there is a California state policy requiring the state to be net-zero by 2045. It therefore is economically unsound to construct new buildings that are not net-zero. K-2

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Environmental groups have achieved tremendous outcomes by litigation under CEQA. Two of the largest mixed-use development projects in the history of California, Newhall Ranch (now FivePoint Valencia), and Centennial (part of Tejon Ranch) decided to move forward as net-zero communities after losing CEQA lawsuits to environmental groups. The ability for these large projects to become net-zero indicates that it is achievable, even for large-scale developments. The Applicant for this Project should do the same.

We urge the City to adopt net-zero as the GHG significance threshold for this project. This threshold is well-supported by plans for the reduction of GHG emissions in California, and particularly the CARB Climate Change Scoping Plans. The CARB 2017 Scoping Plan states that "achieving no net additional increase in GHG emissions, resulting in no contribution to GHG impacts, is an appropriate overall objective for new development." (CARB 2017 Scoping Plan, p. 101.) Additionally, the CARB 2022 Scoping Plan reaffirms the necessity of a net zero target by expressing: "it is clear that California must transition away from fossil fuels to zero-emission technologies with all possible speed … in order to meet our GHG and air quality targets." (CARB 2022 Scoping Plan, p. 184.) CARB further encourages a net-zero threshold in its strategies for local actions in Appendix D to the 2022 Scoping Plan. (CARB 2022 Scoping Plan, Appendix D p. 24-26.)

Moving this Project forward as a net-zero project would not only be the right thing for the City to do, but also would also help protect the City and the Applicant from CEQA GHG litigation.

K-2 (CONT.)

GHG Mitigation is Insufficient under CEQA

There are three alternative scenarios that the DEIR analyzes, each of which would utilize high-cube warehousing in all four industrial buildings in Planning Area 1, and only differ as follows: 1) Planning Area 1 would incorporate two truck and trailer storage lots, while Planning Area 2 would develop 223 housing units (**Scenario 1**); 2) Planning Area 1 would incorporate two trailer only storage lots, while Planning Area 2 would develop 223 housing units (**Scenario 2**); and 3) Planning Area 2 would be used for a 1,200- seat church (**Scenario 3**). (DEIR, p. 3-63). Even after mitigation, the calculated project-related emissions amount to 19,386.25 metric tons of carbon dioxide equivalent (**MTCO2e**) per year under Scenario 1; 37,524.25 MTCO2e per year under Scenario 2; and 21,550.16 MTCO2e per year under Scenario 3 (DEIR, p. 4.8-27—4.8-29.) The City adopted a significance threshold based on Appendix G of the CEQA Guidelines. The City concluded the Project would have significant GHG emissions because it exceeded the City's chosen 3,000 MTCO2e threshold. To reduce this identified significant GHG impact, the GHG Analysis offered GHG Mitigation Measures (**MM**) 4.8-1 through 4.8-14 and Air Quality Mitigation Measures 4.3-1 through 4.3-7. (DEIR, p. 4.8-38—4.8-39.) The DEIR indicated that the proposed mitigation measures, altogether, would only mitigate between 6.0% and 11.2% of the Project's GHG impact, depending on the chosen scenario. (DEIR, p. 4.8-39.)

K-3

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In Scenario 1, the proposed mitigation measures were estimated to reduce the Project's emissions by 2,161.2 MTCO2e, yet this would amount to a mere six percent of the project's emissions. Despite being the scenario with the lowest emissions, Scenario 1 still significantly exceeds the SCAQMD's threshold of 3,000 MTCO2e/yr. The DEIR did not provide evidence that there was no further feasible mitigation, generally concluding that "[t]here are no other feasible mitigation measures available to reduce the Project's GHG emissions to a less than significant level." (DEIR, p. 4.8-39.) The City did not provide any specific rationale why, in this instance, existing regulations and the adopted mitigation measures would be the only feasible mitigation for this Project. Nor did the City reject any mitigation measures for being infeasible.

Despite further feasible GHG mitigation measures being available, the DEIR asserts that the Project's mitigated emissions are unavoidable. This conclusion lacks substantial evidence, and the DEIR should have incorporated additional mitigation to reduce the Project's GHG emissions to the extent required by CEQA.

K-4

Infeasibility Finding Lacks Substantial Evidence

The conclusion that the Project will not be able to achieve any mitigation beyond which was identified in the proposed mitigation measures is not supported with substantial evidence. CEQA requires that the lead agency identifies specific reasons for infeasibility of further mitigation when concluding significant and unavoidable impact. The City did not attempt to specify any infeasible mitigation measures when concluding that the Project's GHG impact would be unavoidable, nor did it provide any reasoning that the identified mitigation measures represent the maximum feasible mitigation of the Project's significant GHG impact.

K-5

There are other readily available mitigation measures, and some of the individual proposed mitigation measures could be modified to provide further mitigation. For instance, MM 4.8-6 proposes the installation of 14 charging stations spread across four buildings, establishing 5% of each building's docks as charging stations. However, the mitigation measure does not provide any evidence or rationale to justify why and how a 5% requirement was deemed the maximum feasible amount for a total of 254 docks. Similarly, MM 4.8-7 establishes that "at least 5%" of warehouse passenger parking spaces will be equipped with EV charging stations. (DEIR p. 4.8-36.) However, the mitigation measure fails to provide any rationale or justification for why a 5% requirement was deemed sufficient. Consequently, substantial evidence did not support the conclusion that further mitigation is infeasible.

K-6

Additionally, some of the mitigation measures lack enforceability required by CEQA. For example, MM 4.8-4 proposes on-site renewable energy, but uses vague language, stating they "will accommodate renewable energy production on-site" (DEIR, p. 4.8-34.) This ambiguity lacks clear requirements and raises concerns about its future enforceability and effectiveness. Without specifying the extent or type of "other 'clean' technologies," that could be used, coupled with the term "will accommodate" accountability is undermined, which may result in an inconsistent implementation.

K-7

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This measure could be modified to provide for further reductions by ensuring specific types of renewable energy systems would actually be installed.

K-7 (CONT.)

The Project's GHG Impacts Must be Fully Mitigated

CEQA requires that the Project include fair-share mitigation for all significant cumulative impacts. (*Napa Citizens for Honest Gov't v. Napa County Board of Supervisors* (2001) 91 Cal.App.4th 342, 364.) Here, this means mitigation of the full extent of the Project's GHG impacts, not just mitigation to the level of significance.

The amount of GHG emissions that comprise the Project's fair share is clear. The reasonable lifespan of this Project is approximately 30 years, as indicated by the amortization of construction emissions. (DEIR, p. 4.8-40.) Therefore, the Project is projected to contribute between 581,587.5 MTCO2e on the low end and 1,125,727.5 MTCO2e on the high end over its entire lifespan.[1] This would be a good starting point from which to subtract the effect of additional non-offset mitigation measures, before implementing offset purchases.

K-8

The DEIR claims that no other mitigation measures are feasible, beyond the identified mitigation measures. But that conclusion is incorrect, and not supported by substantial evidence. The City could require the Applicant to enter into an agreement for a zero-emission heavy-duty truck fleet to the extent feasible and as soon as practicable, while also producing or purchasing clean power for the electricity usage for the heavy-duty electric vehicle charging stations. Although Mitigation Measure 4.8-6 specifies the installation of 14 charging stations, the City did not provide evidence that it would be infeasible to install more truck charging stations. Only a small fraction of the Project's 254 loading docks, roughly 5%, would provide electric chargers, so it is feasible to install more truck charging stations.

K-9

In addition to implementing zero-emission vehicle fleets to the extent feasible, the Project could install solar panels capable of offsetting 100% of the energy demands for not just the office space but also for all four buildings' operational energy usage. Additionally, there are further on-site mitigation measures that are feasible, including solar water heaters and automatic light switches, among many other mitigation strategies that can be incorporated into the project as design features or as mitigation measures. Such features could be adopted individually or as part of a comprehensive goal of sustainable building certification, such as Leadership and Energy and Environmental Design (**LEED**), that extends further beyond CALGreen requirements.

K-10

Even after implementing operational emissions reductions to the maximum-feasible extent, the City could also require the Applicant to purchase offsets for the Project's remaining GHG emissions. The City did not provide any evidence for why offsets would be infeasible. Overall, there are more

K-11

[1] 19,386.25 MTCO2e per year × 30 years = 581,587.5 MTCO2e; 37,524.25 MTCO2e per year × 30 years = 1,125,727.5 MTCO2e; 21,550.16 MTCO2e per year × 30 years = 646,504.8 MTCO2e

K-12

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options available to mitigate emissions to the full extent of project emissions, and the City failed to acknowledge or implement many mitigation measures that are feasible and could help reduce the Project's GHG impact to the fair share extent.

K-11 (CONT.)

Carbon Offsets are Feasible as Mitigation Measures

Offsets are acceptable mitigation measures under CEQA (See CEQA Guidelines § 15126.4 (c)(3).) There are also many offset projects that are currently operating in California, including projects that are relevant to the Project's operations such as the Truck Stop Electrification project in California (Project ID ACR133), and those that reduce industrial process emissions such as the reclaimed hydrofluorocarbon project by Anew Environmental, LLC (Project ID ACR777), among others.[2] Such offset programs are just examples of which the City could consider as feasible carbon offsets to reduce the Project's GHG impact.

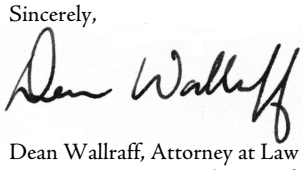
K-13

Conclusion

The DEIR fails to require all feasible mitigation, despite concluding that the significant GHG impact will be unavoidable. The lead agency has not met its burden of showing that such measures are infeasible. The Project should have incorporated all feasible mitigation to the fair-share extent. Please put me on the interest list to receive updates about the progress of this Project. We make this request under Public Resources Code, section 21092.2.

K-14

Sincerely,



Dean Wallraff, Attorney at Law
Executive Director, Advocates for the Environment

[2] American Carbon Registry (ACR), list of offset projects, available at https://acr2.apx.com/myModule/rpt/myrpt.asp?r=111 (Accessed April 8, 2024).

K-15

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Letter K Responses to Comments from Advocates for the Environment

K-1 The commenter generally provides an accurate description of the proposed Project and indicates that the commenter has comments on the sufficiency of the DEIR's analysis of potential impacts due to Greenhouse Gases (GHGs). It should be noted that in addition to the Project's four proposed warehouse buildings and two truck trailer parking lot as described by this comment, the Project also would accommodate either up to 223 multi-family dwelling units or a 1,200-seat church. Please refer to the responses to Comments K-2 through K-13, which are responsive to the individual comments provided in this comment letter.

K-2 The commenter asserts that the Project's potential impacts due to GHG emissions should have relied on a net-zero significance threshold, asserts that developments of buildings contribute a large portion of global GHG emissions, notes that it is State policy to achieve net zero by 2045, identifies two residential developments in other parts of California that were able to achieve net zero, provides several citations to the California Air Resources Board (CARB) 2022 Scoping Plan, and again reasserts the commenter's opinion that the Project should be designed to be net zero.

First, while it is acknowledged that CARB has established a "net-zero" target for the State, there is no requirement for individual developments to achieve a net-zero GHG contribution on a project-by-project basis. The Project would conform with all existing and future applicable GHG emissions reductions policies and regulations and includes mitigation that would control and reduce GHG emissions to the extent feasible and consistent with City of Calimesa requirements. In this manner, the Project promotes attainment of CARB's statewide net-zero target. In addition, it is noted that the two developments cited by this commenter as achieving net zero emissions both consist of mixed-use residential development projects, and neither of these developments include warehouse uses.

The commenter is referred to DEIR Tables 4.8-5 through 4.8-7, which show that between 71.8% and 91.5% of the Project's overall GHG emissions are due to mobile source emissions. Neither the Project Applicant nor the City of Calimesa have the ability to regulate emissions from tailpipes, as the federal government and the State of California are the only entities capable of regulating tailpipe emissions. Furthermore, it would not be feasible to impose a requirement that all of the Project's heavy-duty trucks must be fully electric vehicles.

The commenter also is referred to the response to Comment B-14. As noted therein, there is not enough electrical grid power to sustainably charge these trucks. For example, one trucking company tried to electrify just 30 trucks at a terminal in Joliet, Illinois. Shortly after this plan began, local officials shut it down, commenting that it would draw more electricity than is needed to power the entire city.[45] Even more relevant, a California company attempted to electrify 12 forklifts, which require significantly less power than trucks. Local power utilities told the California company that it was not possible.[46] In a May 2023 report by Resources for the Future, titled *Medium- and Heavy-*

[45] https://www.trucking.org/news-insights/heavy-dose-reality-electric-truck-mandates
[46] *Id.*

Duty Vehicle Electrification: Challenges, Policy Solutions, and Open Research Questions, the report states that medium- and heavy-duty electric vehicles ("MHDEVs") charging (which may exceed several megawatts [MWs] of demand for large fleets) could destabilize electricity distribution systems. Additionally, due to logistical and operational barriers, MHDEVs must be comparable to diesel vehicles in model options, range, recharge time, payloads, and maintenance.[47] However, considering current technologies, MHDEVs generally have ranges below 200 miles, versus more than 1,000 miles for diesel vehicles.[48] Additionally, recharge times are substantially longer than diesel refueling. For example, a clean diesel truck can spend 15 minutes fueling anywhere in the country and then travel about 1,200 miles before fueling again.[49] In contrast, today's long-haul battery electric trucks have a range of about 150-330 miles and can take up to 10 hours to charge.[50] Moreover, fleets without a charging depot will need to rely on public charging stations. In addition to the barriers described above, zero-emission trucks are much more costly to fleet owners. A new, clean-diesel long-haul tractor typically costs in the range of $180,000 to $200,000.[51] Meanwhile, a comparable battery-electric tractor – with a quarter of the range and thus requiring frequent and long hours of charging – costs upwards of $480,000.[52,53] In addition, each charging station installation can exceed $100,000[54] and public charging stations and required infrastructure for such charging is not widely available.[55]

Additionally, there is a significant constraint in sourcing enough raw minerals needed to produce the lithium-ion batteries used in zero-emission trucks. For example, tens of millions of tons of cobalt, graphite, lithium, and nickel will need to be produced.[56] It is estimated that it could take up to 35 years to acquire all the minerals needed to generate enough truck batteries for current levels of global production.[57] Additionally, expanding capacity and sourcing this amount of material creates environmental effects, that in some respects could exceed the emissions of current clean-diesel trucks.[58]

Finally, California's zero-emission trucking regulations have been challenged by numerous other states as an unconstitutional restraint on interstate commerce, and are at least partially unenforceable while the legal challenges are pending, and could ultimately be determined to be unlawful. Accordingly, because fully electric trucks are not feasible at this time for the reasons noted above, and because the vast majority of the Project's GHG emissions would be generated from mobile

[47] *Id*.
[48] *Id*.
[49] *Id.*
[50] *Id*.
[51] *Id*.
[52] *Id*.
[53] *Id*.
[54] https://media.rff.org/documents/Report_23-03_v3.pdf
[55] https://www.ccjdigital.com/alternative-power/battery-electric/article/15545697/charging-forward-with-electric-truck-charging-stations
[56] https://www.trucking.org/news-insights/heavy-dose-reality-electric-truck-mandates
[57] *Id*.
[58] *Id*.

sources, it can be concluded that there are no feasible mitigation measures available to reduce the Project's GHG impacts to below a level of significance beyond what already is required by DEIR Mitigation Measures MM 4.8-2 through MM 4.8-14, and Mitigation Measure MM 4.3-1 and 4.8-4 were revised to ensure that the maximum number of photovoltaic systems are accommodated on the rooftops of the Project's warehouse building.

There are no additional feasible mitigation measures available to reduce the Project's GHG impacts to below a level of significance. Furthermore, the commenter's suggestion to adopt and implement a City-wide "net-zero GHG emission threshold" is beyond the scope of the Project and the Project's DEIR. Therefore, as it would not be feasible to design the Project to achieve net zero emissions, no revision to the DEIR is warranted pursuant to this comment.

K-3 The commenter summarizes the three Land Use Scenarios analyzed by the DEIR, cites the emission levels reported by the DEIR for each Land Use Scenario, summarizes the conclusion of the DEIR that the Project would result in a significant and unavoidable impact due to GHGs, references the mitigation measures identified by the DEIR to address the Project's GHG emissions, and cites the conclusion reached by the DEIR with respect to the Project's level of GHG emissions following mitigation. First, the commenter's description of the three Land Use Scenarios evaluated by the DEIR are slightly inaccurate. As described in DEIR subsection 3.6.2.C, Land Use Scenario 1 assumes development with a mixture of high-cube warehouse uses (982,232 s.f.) in all four buildings and the two proposed truck/trailer storage lots, and assuming that Planning Area 2 would be developed with 223 multi-family dwelling units; Land Use Scenario 2 assumes development with a mixture of high-cube parcel hub warehouse uses (982,232 s.f.) in all four buildings and the two trailer storage lots, and assumes that Planning Area 2 would be developed with 223 multi-family dwelling units; and Land Use Scenario 3 assumes development with a mixture of high-cube warehouse uses (982,232 s.f.) and the two trailer storage lots, and assumes that Planning Area 2 would be developed with the 1,200-seat church use. The remaining portions of the commenter's description of the DEIR's discussion and conclusions as provided by this comment are accurate; no further response is necessary.

K-4 The commenter asserts without proper context that the DEIR did not provide evidence that there was no further feasible mitigation to reduce the emissions in Scenario 1, and states that the City did not provide any specific rationale why existing regulations and the adopted mitigation measures would be the only feasible mitigation for this Project. First, the commenter is referred to DEIR p. 4.8-39, which states the following:

> "Although all of the identified mitigation measures would serve to reduce the Project's GHG emissions, the resulting level of emission reductions only can be quantified for Mitigation Measures MM 4.8-3 through MM 4.8-8, MM 4.8-10, and MM 4.8-13. The estimated emissions with implementation of Mitigation Measures MM 4.8-3 through MM 4.8-8, MM 4.8-10, and MM 4.8-13 are presented on Table 4.8-8, Summary of Mitigated GHG Emissions – Land Use Scenario 1, for land use Scenario 1; Table 4.8-9, Summary of Mitigated GHG Emissions – Land Use Scenario 2, for land use Scenario 2; and Table 4.8-10, Summary of Mitigated GHG

> Emissions – Land Use Scenario 3 for land use Scenario 3. As shown in these tables, although the required mitigation would reduce the Project's level of GHG emissions by between 6.0% and 11.2% (depending on which land use Scenario is considered), even with the incorporation of mitigation measures the Project's level of GHG emissions still would exceed the 3,000 $MTCO_2e$/yr threshold of significance" (DEIR at p. 4-39)

Here the DEIR recognizes the extent of Project GHG emissions, as well as limitations of available modeling protocols to quantify GHG emissions mitigation reductions. In this latter regard, even though the DEIR includes 14 distinct GHG emissions mitigation measures, effects of only 4 of those measures can be quantified. Other measures identified in the DEIR would act to generally reduce GHG emissions. However, these GHG emissions reductions cannot be reliably measured. Accordingly, the DEIR conservatively assumes no GHG reductions for these measures, even though GHG emissions reductions would be likely.

The commenter is referred to the response to Comment K-2, which explains that between 71.8% and 91.5% of the Project's overall GHG emissions are due to mobile source emissions. Neither the Project Applicant nor the City of Calimesa have the ability to regulate emissions from tailpipes, as the federal government and the State of California are the only entities capable of regulating tailpipe emissions. Furthermore, and for the reasons noted in the response to Comment K-2, it would not be feasible for the Project to achieve net-zero emissions at this time. At present, there does not exist commercially available vehicle emission reduction technologies that would meaningfully further reduce the Project vehicular-source GHG emissions, much less reduce these emissions by 85 to 90 percent and thereby achieve the SCAQMD 3,000 $MTCO_2e$/yr screening threshold.

Moreover, this comment does not identify any specific mitigation measures or evidence of mitigation that would substantively reduce the Project GHG emissions beyond reductions already achieved through the DEIR mitigation measures. However, as set forth in the response to Comment K-10, Mitigation Measure MM 4.3-1 was revised to ensure the maximum feasible number of photovoltaic systems are installed on the rooftops of the Project's proposed warehouse building. The DEIR GHG emissions mitigation measures reduce the Project GHG emissions to the maximum extent feasible, and there are no additional feasible mitigation measures available that can measurably reduce the Project's level of GHG emissions. Accordingly, no additional revisions to the DEIR are warranted pursuant to this comment.

K-5 The commenter asserts that the DEIR failed to include specific reasons why the inclusion of additional mitigation measures beyond what already is provided in DEIR Subsections 4.3 and 4.8 would be infeasible. It is noted that with exception of the commenter's recommendation to utilize a net-zero threshold, this comment letter does not identify or recommend any feasible mitigation measures that could measurably reduce the Project's GHG emissions, and asserts without providing any evidence that such additional mitigation measures are available. As this comment letter does not identify any feasible mitigation measures that could measurably serve to reduce the Project's significant and unavoidable impacts due to GHG emissions, no revision to the DEIR is warranted pursuant to this comment.

K-6 The commenter asserts that some of the proposed mitigation measures can be modified and asserts that the Project's proposal to designate 5% of building docks and passenger parking spaces with EV charging stations (MMs 4.8-6 and 4.8-7) is not justified as the maximum feasible percentage. First, the commenter is referred to the response to Comment K-2, which explains why it would not be feasible to require that the Project be served only with electric trucks. Furthermore, the commenter is referred to DEIR subsection 3.6.2, which explicitly notes that the Project's warehouse buildings would operate either as "high-cube warehouses" or "high-cube parcel hub warehouse," and would not include any high-cube cold storage warehouse uses. Additionally, high-cube cold storage warehouse uses are explicitly prohibited pursuant to the proposed Oak Valley North Specific Plan ("OVNSP"; refer specifically to subsection 5.4.1, *Permitted, Conditional and Ancillary Uses*, within OVNSP Chapter 5, *Development Regulations*). As such, the Project's anticipated warehouse uses would not entail any Transport Refrigeration Units (TRUs) that would warrant the installation of more charging stations at the truck docking doors beyond what already is proposed. Therefore, because the majority of Project-related trucks would not be powered by electricity, any requirement to provide more charging stations than proposed would fail to reduce the Project's level of air quality and GHG emissions. Note further that provision of additional EV charging capabilities does not translate to greater use of Electric Vehicle (EV) vehicles or potential related reductions in GHG emissions. The EV charging station provisions presented in the DEIR reflect the practical and professional experience of the City of Calimesa and the Project's air quality expert (Urban Crossroads, Inc.) in real world functioning and use of EV charging for similar developments, including optimal ratio of EV charging spaces as a percentage of total parking. The commenter offers no evidence as to if or how provision of additional EV charging capabilities would substantively reduce the Project GHG emissions beyond reductions already achieved through the DEIR mitigation measures. Accordingly, no revision to the DEIR is warranted pursuant to this comment.

K-7 The commenter raises concerns regarding the specificity and enforceability of some of the mitigation measures, and specifically alleges that Mitigation Measure MM 4.8-4 lacks enforceability and effectiveness because the precise type of renewable energy production on site is not specified. Based on comment letters received in relation to the Project's DEIR, Mitigation Measure MM 4.8-4 has been revised as follows (with a similar revision made to DEIR Mitigation Measure MM 4.3-1, which imposes the same requirement):

MM 4.8-4 Prior to issuance of shell building permits and tenant improvement building permits for the warehouse buildings, the City of Calimesa shall verify that the buildings will accommodate renewable energy production on-site (e.g., through solar panels or other "clean" technologies). The roofs of warehouse buildings shall be outfitted with a solar photovoltaic system of the maximum size feasible given building tenant electrical demands, applicable Building Code requirements, clearance requirements around skylights and roof-mounted equipment, SCE interconnection regulations, transformer capacity, and other applicable code compliance constraints. Prior to issuance of a certificate of occupancy for the tenant, the City shall verify that the roof-mounted solar photovoltaic systems are either installed, or that the systems have been ordered and are

scheduled to be installed within 6 months of tenant occupancy. The number of solar panels shall ~~to~~ offset, at a minimum, the anticipated energy demands of the office portions of the warehouse buildings, and at maximum not exceeding the available total Kilovolt-Amperes (kVA) used to service the building by a Southern California Edison (SCE) final approved drawing showing the transformer size and capacity. The size of the transformer shall be determined by SCE in their final engineered drawings for construction of the project. If the transformer size cannot be determined during the shell building permit issuance, then this condition for rooftop solar shall be deferred to the tenant improvement building permit and to any subsequent tenant improvement permits as the tenant's transformer load may change. Utilizing the transformer capacity, the appropriate number of solar panels shall be included with the related building permits to ensure their installation and operation. As it relates to the shell building permit, the roof shall be designed to accommodate rooftop mounted solar panels. As part of the building permit application, the Project Applicant shall provide calculations to disclose the anticipated energy demands of the warehouse buildings' office spaces, and shall demonstrate that the solar panels proposed as part of the building permits are sufficiently sized to meet 100% of the office space energy demands.

The revisions noted above provide additional specificity, and impose a requirement that would ensure the rooftops of the Project's proposed warehouse buildings would accommodate the maximum number of solar panels as is feasible. Furthermore, Mitigation Measure MM 4.8-4 already requires "…renewable energy production on-site (e.g., *through solar panels or other "clean" technologies*)…" (*emphasis added*). In addition, Mitigation Measure MM 4.8-4 provides a performance-based metric requiring that renewable on-site energy production must meet, at a minimum, the energy demands associated with the office portions of the proposed warehouse buildings. Moreover, Mitigation Measure MM 4.8-4 specifically requires that "…the appropriate number of solar panels shall be included with the related building permits to ensure their installation and operation…" and further requires the Project Applicant to "…provide calculations to disclose the anticipated energy demands of the warehouse buildings' office spaces…" and to "demonstrate that the solar panels proposed as part of the building permits are sufficiently sized to meet 100% of the office space energy demands." Accordingly, Mitigation Measure MM 4.8-4, as revised as part of this Final EIR, is fully enforceable, and is clear that the maximum number of solar panels shall be accommodated on the rooftops of the Project's warehouse building, and would ensure that the solar panels provide at a minimum the energy demands of the office portions of the proposed warehouse buildings, and the required mitigation would in fact reduce the Project's level of GHG emissions associated with the warehouse buildings' energy demands. Nonetheless, and as discussed above, Mitigation Measure 4.8-4 regarding future use of solar panels on the Project site has been revised, partially in response to this comment. Accordingly, no further revisions to the DEIR are warranted pursuant to this comment.

K-8 The commenter asserts that CEQA requires fair-share mitigation for cumulatively-considerable impacts, calculates the Project's total emissions over a 30-year period, and asserts that the Project's

level of unmitigated GHG emissions should be used to determine appropriate additional mitigation measures before implementing offset purchases. There is no established or viable mechanism for the Project Applicant to purchase carbon emissions offsets. Although it is generally true that it is possible to purchase carbon offsets, recent Court of Appeal decisions have cast considerable doubt on the use of such offsets to mitigate GHG impacts from land use development projects. In *Golden Door Properties, LLC v. County of San Diego* (2020) 50 Cal.App.5th 467, the Court of Appeal invalidated a mitigation measure that required the purchase of offsets from a "CARB-approved registry, such as the Climate Action Reserve, the American Carbon Registry, and the Verified Carbon Standard." (Id. at 510.) Although the court insisted its decision "should not be construed as blanket prohibition on using carbon offsets" to mitigate GHG emissions under CEQA, it found numerous flaws with the measure at issue and failed to provide a clear roadmap for how to craft a similar valid measure. The court also declined to express an opinion on a number of issues, including whether offsets could potentially be used to mitigate more than 8 percent of a project's emissions and the extent to which out-of-county offsets could be used. (Id. at 503, 513, n. 27.) Subsequent to *Golden Door*, another measure requiring the purchase of offsets was similarly found to be invalid in an unpublished Court of Appeal decision, with the court finding the measure's inclusion of additional standards for offsets did "not cure the defects found in *Golden Door*." (*Sierra Club v. County of San Diego* (Dec. 21, 2021, No. D077548) 2021 WL 6050624, at *11.) In light of such uncertainty, the City finds that carbon offsets are not a feasible method for mitigating the Project's GHG emissions.

In addition, it should be noted that the vast majority of emissions that would be generated by the Project, including mobile emissions and energy emissions, are subject to the California Cap and Trade program, which places an economy-wide "cap" on major sources of greenhouse gas (GHG) emissions, such as refineries, power plants, industrial facilities and transportation fuels. For example, "'Fuel suppliers' are responsible for the carbon pollution from fuels under the Cap-and-Trade Program" and thus must acquire "allowances" to cover all carbon pollution from such fuels[59]. They may also purchase certain approved offsets to fulfill up to 8 percent of their compliance obligation. (See *Golden Door* at 485.) Given the vast majority of the emissions that would be generated by the Project are covered by Cap and Trade and thus are already subject to a regulatory program that includes offsets, the City finds it would be inappropriate and infeasible to use offsets to mitigate such emissions. Rather, mitigation measures should focus on reducing emissions from the Project.

Indeed, *Golden Door* and other cases make clear that the purchase of offsets is not a substitute for avoiding emissions and that measures that result in actual reductions in emissions from a development project are preferable to attempting to offset emissions via offsets. Thus, the DEIR requires that the Project implement numerous mitigation measures designed to reduce the Project's GHG emissions. (See, DEIR pp. 4.8-33 through 38 [Mitigation Measures 4.8-1 through 4.8-14]; see also, pp. 4.3-89 through -92 [Mitigation Measures 4.3-1 through 4.3-8].) Further, the City has carefully considered comments suggesting revisions to Mitigation Measures MM 4.3-1 and MM 4.8-4, and as noted in the response to Comment K-7, Mitigation Measures MM 4.3-1 and MM 4.8-4 were revised to ensure the

[59] California Air Resources Board, FAQ for Fuel Purchasers. https://ww2.arb.ca.gov/sites/default/files/cap-and-trade/guidance/faq_fuel_purchasers.pdf

rooftops of the Project's proposed warehouse buildings would accommodate the maximum number of solar panels as is feasible.

With the revisions to Mitigation Measures MM 4.3-1 and MM 4.8-4 described above and herein, the City has determined that all feasible mitigation measures have been incorporated into the Final EIR. The proposed revisions to Mitigation Measure MM 4.3-1 and MM 4.8-4 would result in fewer emissions than disclosed in the DEIR; however, the Project's contribution to cumulative GHG impacts still would remain significant and unavoidable. For the reasons discussed above, the City's experts disagree that the purchase of carbon offsets is a feasible or appropriate way to mitigate the Project's remaining GHG emissions.

K-9 The commenter asserts that the DEIR's claim that there are no other mitigation measures available to reduce the Project's GHG impacts is unsupported by substantial evidence, asserts that the Project should be required to achieve net zero GHG emissions from Project-related trucks, and asserts that more charging stations should be required beyond what already is required by Mitigation Measure MM 4.8-6. The commenter is referred to the responses to Comments K-4 and K-8, which justifies the DEIR's conclusion that no additional feasible mitigation measures are available; the response to Comment K-2, which explains why it would not be feasible to require all of the Project's heavy-duty trucks to be powered by electricity; and the responses to Comment K-6, which explains that a requirement to provide additional charging stations beyond what already is required by Mitigation Measure MM 4.8-6 would not measurably reduce the Project's level of GHG emissions because the majority of the Project's trucks would not be powered by electricity. Additionally, the commenter provides no indication or evidence as to if or how this suggested measure would demonstrably reduce the Project GHG emissions, or how such a measure would improve on GHG emissions reductions already achieved via the DEIR mitigation measures. Accordingly, no revision to the DEIR is warranted pursuant to this comment.

K-10 The commenter suggests additional mitigation measures, including installation of solar panels to provide 100% of the buildings' energy demands, the use of solar water heaters, automatic light switches, and through implementation of Leadership and Energy and Environmental Design (LEED) measures to reduce the Project's overall energy demand. It would not be feasible to generate 100% of the Project's electricity demands on site. Notwithstanding, DEIR Mitigation Measure MM 4.3-1 has been modified as follows to ensure that the Project's proposed warehouse buildings are equipped with the maximum possible number of solar panels:

MM 4.3-1 Prior to issuance of shell building permits and tenant improvement building permits for the warehouse buildings, the City of Calimesa shall verify that the buildings will accommodate renewable energy production on-site (e.g., through solar panels or other "clean" technologies). The roofs of warehouse buildings shall be outfitted with a solar photovoltaic system of the maximum size feasible given building tenant electrical demands, applicable Building Code requirements, clearance requirements around skylights and roof-mounted equipment, SCE interconnection regulations, transformer capacity, and other applicable code compliance constraints. Prior to issuance of a

certificate of occupancy for the tenant, the City shall verify that the roof-mounted solar photovoltaic systems are either installed, or that the systems have been ordered and are scheduled to be installed within 6 months of tenant occupancy. The number of solar panels shall ~~to~~ offset, at a minimum, the anticipated energy demands of the office portions of the warehouse buildings, and at maximum not exceeding the available total Kilovolt-Amperes (kVA) used to service the building by a Southern California Edison (SCE) final approved drawing showing the transformer size and capacity. The size of the transformer shall be determined by SCE in their final engineered drawings for construction of the project. If the transformer size cannot be determined during the shell building permit issuance, then this condition for rooftop solar shall be deferred to the tenant improvement building permit and to any subsequent tenant improvement permits as the tenant's transformer load may change. Utilizing the transformer capacity, the appropriate number of solar panels shall be included with the related building permits to ensure their installation and operation. As it relates to the shell building permit, the roof shall be designed to accommodate rooftop mounted solar panels. As part of the building permit application, the Project Applicant shall provide calculations to disclose the anticipated energy demands of the warehouse buildings' office spaces, and shall demonstrate that the solar panels proposed as part of the building permits are sufficiently sized to meet 100% of the office space energy demands.

With respect to the commenter's request to use solar water heaters, any water heaters in the proposed warehouse buildings would be associated with the office portions of the warehouse buildings, and pursuant to Mitigation Measure MM 4.8-4 the Project Applicant would be required to off-set 100% of the energy demands from the office spaces through the on-site production of renewable energy (as discussed in further detail in the response to Comment K-7). Mitigation included in the DEIR also includes requirements that the Project incorporate a broad range of energy efficient design features (refer to DEIR Mitigation Measure MM 4.8-5). This measure is equivalent to if not superior to energy efficiency mitigation offered by the commenter. The Project would comply with CALGreen mandates noted by the commenter. Indeed, measures included in the DEIR extend beyond CALGreen mandates, whether wrapped in a LEED certification package or otherwise. With respect to the commenter's suggestion to require the provision of automatic light switches, the provision of automatic light switches already is a requirement of the California Energy Commission's (CEC) Building Energy Efficiency Standards (California Code of Regulations [CCR] Title 24, Parts 6 and 11). With respect to the commenter's assertion that the Project should be required to meet LEED standards, the Project already is required to comply with the CEC 2022 Building Energy Efficiency Standards, which incorporate a number of measures included in LEED in addition to energy efficient requirements that go beyond LEED requirements. Furthermore, LEED standards only address area and energy source emissions, while between 71.8% and 91.5% of the Project's GHG emissions would be the result of vehicular traffic, and in particular truck traffic. Thus, LEED standards would not adequately address the Project's significant and unavoidable impacts due to GHG emissions, which primarily would result from Project-related vehicular traffic. As this comment does not identify any feasible mitigation measures that would measurably reduce the Project's GHG emissions

and that are not already a requirement of the Project, no revision to the DEIR is warranted pursuant to this comment.

K-11 The commenter proposes an additional mitigation measure of requiring the Applicant to purchase offsets for the Project's remaining GHG emissions and claims that the City failed to acknowledge or implement many feasible mitigation measures, although nothing other than offsets specifically is mentioned. The commenter is referred to the response to Comment K-8, which explains that there is no established or viable mechanism for the Project Applicant to purchase carbon emissions offsets and explains why the purchase of carbon offsets is therefore not a feasible measure for reducing the Project's GHG emissions impacts. The commenter's other general statements regarding GHG emissions mitigation and mitigation specific to the Project are addressed previously in the responses to this comment letter. The commenter provides no indication or evidence as to if or how the commenter's suggested measures would demonstrably reduce the Project GHG emissions, or how such measures would improve on GHG emissions reductions already achieved via the DEIR GHG mitigation measures. Accordingly, no revision to the DEIR is warranted pursuant to this comment.

K-12 Footnote to comment K-8 is acknowledged, which provides calculations of the Project's total GHG emissions over a 30-year Project lifespan; no response is necessary.

K-13 The commenter offers examples of offset programs for the City to consider as feasible carbon offsets to reduce the Project's GHG impacts. The commenter is referred to the responses to Comments K-8 and K-11, which are responsive to this comment.

K-14 The commenter makes concluding remarks and reiterates the argument that the DEIR failed to identify sufficient mitigation to address the Project's significant and unavoidable GHG impacts, requests the imposition of additional mitigation, and requests future notices in association with the Project. The commenter is referred to the responses to Comments K-2 through K-13, which are responsive to this Comment. In addition, the City will include the commenter on any future Project-related notices. No further response is necessary.

K-15 Footnote to comment K-13 is acknowledged, which provides a link to the American Carbon Registry (ACR) web site; no response is necessary.

COMMENT LETTER L

May 6, 2024

City of Calimesa – Planning Division
Attn: Kelly Lucia, M. URP, Planning Director
908 Park Avenue
Calimesa, CA 92320

Comments may also be emailed to klucia@cityofcalimesa.net

Re: NOTICE OF COMPLETION (NOC) for Draft EIR / Oak Valley North Specific Plan / Deadline: May 6th / General Plan Amendment, Zone Change, and establishment of the Oak Valley North Specific Plan to allow for the development of up to 982,232 s.f. of warehouse and office building space and up to 223 multi-family residential units or a church on 110.2 gross acres. Four accompanying Development Plan Reviews and Conditional Use Permits are proposed for the development of four warehouse building sites, Also, a Tentative Parcel Map is proposed to subdivide the property and create 7 parcels and dedicate public roadway right-of-way to the City of Calimesa for improvements to Beckwith Avenue and Calimesa Boulevard.

To Whom It May Concern:

Oswit Land Trust is a 501C3 non-profit land conservancy dedicated to preserving critical habitat for wildlife corridors and sensitive species. We achieve our goals through the acquisition of land and advocacy. We are a proud member of the Land Trust Alliance and have over 3,000 active members who are residents within the Coachella Valley and beyond.

Oswit Land Trust appreciates the opportunity to comment on the above project. Our organization and membership remain grateful to the City of Calimesa for its continuing sensitivity to environmental concerns and the need to closely scrutinize and design projects to minimize the impacts of development. This is particularly critical during a time of precipitous climate change when present-day actions can make a real difference in the perpetuation of species within the region.

THE PROJECT, UNDER ITS CURRENT PROPOSED MITIGATION AND DESIGN, INTERFERES SUBSTANTIALLY WITH THE MOVEMENT OF NATIVE OR MIGRATING WILDLIFE SPECIES. THE DRAFT EIR DOES NOT ADEQUATELY ASSESS THREATS TO SPECIES OR ADEQUATELY EXPLORE ALTERNATIVES AND OPTIONS TO CREATING OR SUSTAINING WILDLIFE LINKAGES, PARTICULARLY AS IT INVOLVES INTERSTATE 10 AS A BARRIER TO WILDLIFE MOVEMENT.

L-1

L-2

Oswit Land Trust and other environmental organizations are concerned that Interstate 10, in the area surrounding Beaumont, Banning, and Calimesa, has become a dangerous and impenetrable barrier to wildlife movement. Development is occurring so rapidly along the freeway, with almost no planning for the environmental consequences of habitat movement, that few opportunities are left to correct this situation. This particular land area may be one of the last remaining opportunities. Accordingly, we hope that the City of Calimesa gives full attention to this issue, with our deepest gratitude.

L-3

The Oak Valley North Draft Environmental Impact Report (DEIR) at page 4.4-39, states:

> *"The Survey Area provides local movement opportunities for wildlife species that live within the Survey Area and immediately adjacent undeveloped lands. There is limited native habitat within the Project's Survey Area and* ***terrestrial connectivity to the west is limited by a freeway and*** *other existing development.* ***The Survey Area is not within the Criteria Cells that make up MSHCP Proposed Constrained Linkage 23.*** *Implementation of the proposed Project would add further development in the area;* ***Therefore, Project-related impacts to wildlife corridors would be less than significant.*** *Additionally, no native wildlife nursery sites are located within the Survey Area and therefore, no significant impacts to wildlife nursery sites would occur."* [EMPHASIS ADDED]. DEIR 4.4-39

L-4

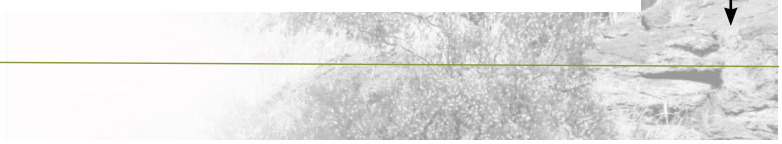
Oswit Land Trust disagrees that this assessment meets the criteria of the California Environmental Quality Act (CEQA) to *"prevent or minimize damage to the environment through development of project alternatives, mitigation measures, and mitigation monitoring."*

Firstly, classifying Interstate 10 as an impermeable barrier to wildlife movement is disingenuous and improper because one of the primary land use mechanisms to preserve the movement of wildlife in the United States is the creation of underpasses that allow wildlife to move through such areas. The failure to assess this option for Oak Valley North Project is a fatal defect to the CEQA obligation to fully assess mitigation and project alternatives.

Secondly, the DEIR authors state that "the survey area" for mitigation purposes is not within the criteria cells that make up the MSHCP Proposed Constrained Linkage 23. The fact that the project area is not within a criteria cell of the Multi-Species Habitat Conservation Area (MSHCP) does not support the conclusion that project impacts would be "less than significant." Mitigation of wildlife movement is not restricted to the jurisdiction of the WRC MSHCP.

L-5

Oswit Land Trust has attached a prominent study arising from a workshop of trustee agencies and local nonprofits from April 2021, identified as the "*Great I-10 Linkage Implementation Workshop."* In that report, Ms. Tricia Campbell, Western Riverside County MSHCP Reserve Manager, points out that at the time of the passage and adoption of WRC MSHCP, the Regional Linkage Plan that later identified critical environmental concerns, resources, and options, had not even been produced.



The MSHCP could not incorporate or suggest this mitigation because the studies were not done at the time of the MSHCP passage. Also, environmental mitigation is not limited to plans in effect, but is a consideration of viable options. Wildlife corridors can certainly be considered and implemented outside the strictures of the MSHCP. However, the failure to evaluate those options is fatal to the CEQA process. The options raised in the regional plans for wildlife linkages and corridors should have been assessed rather than limiting assessment only to those mechanisms in the MSHCP.

L-5 (CONT.)

Thirdly, in the Summer of 2005, a report was made possible by the combined funding of the Resources Legacy Fund Foundation, The Wildlands Conservancy, The Resources Agency, California State Parks, U.S. Forest Service, California State Parks Foundation, Environment Now, Zoological Society of San Diego, and the SummerTree Foundation. The report is attached as "*South Coast Missing Linkages Project: A Linkage Design for the San Bernardino – San Jacinto Connection.*"

The study concluded the importance of linkage within the Region and Interstate 10:

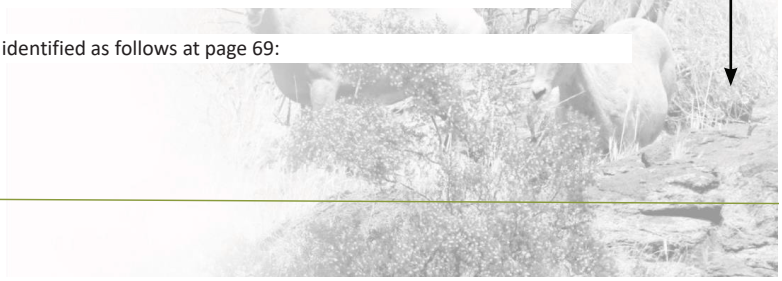
> "As a consequence of rapid habitat conversion to urban and agricultural uses, the South Coast Ecoregion of California (Figure 1) has become a hotspot for species at risk of extinction. California has the greatest number of threatened and endangered species in the continental U.S, representing nearly every taxonomic group, from plants and invertebrates to birds, mammals, fish, amphibians, and reptiles (Wilcove et al. 1998). In an analysis that identified "irreplaceable" places for preventing species extinctions (Stein et al. 2000), the South Coast Ecoregion stood out as one of the six most important areas in the United States (along with Hawaii, the San Francisco Bay Area, Southern Appalachians, Death Valley, and the Florida Panhandle). The ecoregion is part of the California Floristic Province, one of 25 global hotspots of biodiversity, and the only one in North America (Mittermeier et al. 1998, Mittermeier et al. 1999)." Report at page 1.

L-6

This report further concluded that "movement is essential to wildlife survival," particularly in a period of global warming when resources to survive may be deeply affected by local climate change.

> *"Establishing connections among natural lands has therefore long been recognized as important for sustaining natural ecological processes and biological diversity* (Noss 1987, Harris and Gallagher 1989, Noss 1991, Beier and Loe 1992, Noss 1992, Beier 1993, Forman 1995, Beier and Noss 1998, Hunter 1999, Crooks and Soulé 1999, Soulé and Terborgh 1999, Penrod et al. 2001, Crooks et al. 2001, Tewksbury et al. 2002, Forman et al. 2003)." Report at page 1

The goals of linkage design are identified as follows at page 69:



"To accommodate the full range of target species and ecosystem functions, the Linkage Design should (1) provide live-in and move-through habitat for multiple species, (2) support metapopulations of smaller species, (3) ensure availability of key resources, (4) buffer against edge effects, (5) reduce contaminants in streams, (6) allow natural processes to operate, and (7) allow species and natural communities to respond to climatic changes. We elaborate on these goals below." Report at page 69.

L-6 (CONT.)

Given the importance of the topic, the identification of the Project Area within a region of high concern, and the CEQA obligation to consider all feasible mitigation, Oswit Land Trust is asking for a renewal of the review to reserve potential corridors across Interstate 10.

L-7

Sincerely,

Jane Garrison,
Executive Director Oswit Land Trust

Letter L Responses to Comments from Oswit Land Trust

L-1 The commenter makes introductory remarks, provides a description of the Oswit Land Trust (herein, "OLT"), and thanks the City for the opportunity to comment on the Project. This comment is acknowledged; please refer to the responses to Comments L-2 through L-6, which are responsive to the individual concerns expressed by this comment letter.

L-2 The commenter asserts that the Project would interfere substantially with native or migrating species movements and that the DEIR does not adequately address alternatives and options for wildlife linkages. In response to this comment, the Project's biologist, L&L Environmental, Inc., prepared a response letter entitled, "Oak Valley North Project – Response to Oswit and SW Wildlands Comments," dated June 17, 2024, and included as *Technical Appendix E8* to this Final EIR (L&L, 2024). While there is potential to establish a wildlife corridor that could traverse the Interstate 10 (I-10) Freeway and Calimesa Boulevard in the region, this does not currently exist. Further, as explained herein, if such a corridor is established, the Project still would not interfere with wildlife movement therein. The California Department of Fish and Wildlife (CDFW) has identified El Casco Creek as a priority for wildlife connectivity projects (I-10 El Casco Bridge; CDFW 2022). The location of the El Casco Bridge is over 800 feet southeast of the Project site and separated from it by existing development. Under existing conditions, the I-10 freeway and Calimesa Boulevard are barriers to terrestrial connectivity to the west of the Project site, and as a result, the Project would not interfere with the movement of wildlife. If the existing flood control structure under the I-10 freeway at El Casco Bridge is modified to create a functional wildlife corridor, along with restoration of habitat in El Casco Creek to the east and west of the bridge, as proposed by CDFW, the Project would be several hundred feet away from the wildlife corridor and separated from it by existing development. Therefore, the Project would not interfere substantially with the movement of wildlife under this potential scenario, and no revision to the DEIR is warranted pursuant to this comment.

L-3 The commenter expresses concerns that there are few opportunities to plan for wildlife movement around I-10 due to rapid development in the region. This comment is acknowledged. However, the issue of regional wildlife movement corridors that may be established in the future to allow wildlife crossings over the I-10 freeway are beyond the scope of the proposed Project. Furthermore, for the reasons noted in the response to Comment L-2, even when a wildlife corridor ultimately is established in the area, the Project still would have no potential to conflict with such future wildlife movement corridor, given its physical location and separation from such a potential corridor. No revision to the DEIR is warranted pursuant to this comment.

L-4 The commenter quotes page 4.4-39 of the DEIR, which discusses the DEIR's analysis and conclusions with respect to wildlife movement corridors; asserts that the Project fails to meet CEQA's requirement to prevent or minimize damage to the environment, asserts that the DEIR was wrong to indicate that I-10 is an impermeable barrier to wildlife movement, and asserts that the DEIR should have evaluated the potential of establishing a wildlife movement corridor that spans I-10. The fact that the I-10 freeway restricts wildlife movement in the local area is an existing condition and is not a condition that would occur as a result of Project implementation. There are no components of the

proposed Project that would exacerbate restrictions on wildlife movement across the I-10 freeway. Moreover, and as noted in the response to Comment L-2, even once a wildlife corridor is established by the CDFW across I-10, the corridor would occur over 800 feet southeast of the Project site and would be separated from the Project site by existing development. Accordingly, the City finds that the DEIR's conclusion that the Project's impacts to wildlife movement corridors would be less than significant is supported by substantial evidence, and no revision to the DEIR is warranted pursuant to this comment.

L-5 The commenter notes that although the Project area is not within a criteria cell of the Western Riverside County Multi-Species Habitat Conservation Area (WRC MSHCP), mitigation of wildlife movement is not limited to the jurisdiction of the WRC MSHCP, and as such, the commenter asserts that the Project's impacts to wildlife would not be less than significant. The commenter further references a report that explains why the MSHCP does not incorporate the Regional Linkage Plan as a mitigation, and asserts that options raised in the regional plans for wildlife linkages should have been assessed rather than relying on the mechanisms identified by the MSHCP.

Relying on the MSHCP for issues relative to biological resources covered by the MSHCP, including wildlife movement, is appropriate and has been appropriate since approval and execution of the MSHCP. Incidental take authorization and associated permits for the MSHCP were issued by United States Fish and Wildlife Service (USFWS) and California Department of Fish and Wildlife (CDFW) in 2006. Authorization granted by these permits is described throughout the following: USFWS Incidental Take Permit; the CDFW Natural Community Conservation Planning (NCCP) Permit, including any special terms and conditions of the permits; MSHCP Volumes, including the Implementing Agreement (Volume III); and any errata thereof.

Pursuant to Volume I, Introduction, the MSHCP:

- Provides a comprehensive means to coordinate, standardize, streamline, and ensure closure regarding mitigation requirements of the Federal Endangered Species Act (FESA), California Endangered Species Act (CESA), National Environmental Policy Act (NEPA), CEQA, California Native Plant Protection Act (CNPPA), and other applicable laws and regulations related to biological and natural resources within the Plan Area.
- Assures property owners, local governments, and other affected parties that conservation measures undertaken for species and wildlife habitat are adequately covered by the MSHCP and will satisfy mitigation requirements of the FESA, CESA, NEPA, CEQA, and CNPPA concerning impacts to those Covered Species and Habitats.

Furthermore, MSHCP, Volume I, Section 6.1.1 explains that development of property outside of the MSHCP Conservation Area (both within and outside of the Criteria Area) shall receive Take Authorization for Covered Species Adequately Conserved provided payment of a mitigation fee is made (or any credit for land conveyed is obtained) and compliance with MSHCP Section 6.0 occurs. Payment of the mitigation fee and compliance with the requirements of Section 6.0 are intended to provide full mitigation under the CEQA, NEPA, FESA, and CESA for impacts to the species and

habitats covered by the MSHCP pursuant to agreements with the USFWS, CDFW, and/or any other appropriate participating regulatory agencies and as set forth in the MSHCP Implementing Agreement.

As an approved regional habitat conservation plan, the MSHCP allows for development within areas not targeted for conservation, including within areas that are not identified as "Linkages" designed for facilitation of wildlife movement. The MSHCP has identified Proposed Constrained Linkage 23 to provide connectivity in the local vicinity. However, the Project site is located outside of any lands described for conservation, including the Project's location south of, and outside of, any lands that would contribute to Proposed Constrained Linkage 23.

While the documentation provided (e.g., "Great I-10 Linkage Implementation Workshop") and ongoing efforts related to wildlife movement corridors are appreciated, to date no formal changes, amendments, and/or findings of Unforeseen Circumstances relevant to the MSHCP have been processed and approved specific to wildlife movement corridors (i.e., Linkages) within or around the City of Calimesa. Until the MSHCP is formally amended by CDFW and USFWS (with Permittee concurrence) to include an additional Linkage or a refinement of the Criteria Area, projects demonstrating consistency with current MSHCP requirements are in compliance with CEQA for those species, habitats, and existing and described conservation areas identified and covered by the MSHCP.

The commenter points out perceived limitations in the MSHCP's identification of connectivity. Notwithstanding, and as described above, it is the Project's responsibility to comply with the MSHCP, the relevant and acceptable regulatory document created and approved by USFWS and CDFW, and implemented by the City. It is not the Project's responsibility to address any real or perceived deficiencies in the MSHCP. Moreover, and as noted in the response to Comment L-4, the lack of wildlife connectivity across the I-10 freeway is an existing condition that would not be exacerbated with Project implementation. Even if the commenter is correct regarding the MSHCP deficiencies, the Project still would not actually interfere with the movement of wildlife, as explained in the responses to Comments L-2 through L-4. No further response is necessary.

L-6 The commenter references a report produced in the Summer of 2005 that demonstrates the importance of wildlife linkages across the I-10 freeway, notes that such movement is essential to wildlife survival, and cites the goals of the linkage design as cited by the 2005 report. For the reasons noted in the response to Comment L-4, the lack of wildlife connectivity across the I-10 freeway is an existing condition that would not be exacerbated with Project implementation. Accordingly, no revision to the DEIR is warranted pursuant to this comment, as the DEIR correctly concluded that the Project's impacts to wildlife movement corridors would be less than significant requiring no mitigation.

L-7 The commenter provides a concluding statement and reiterates their request to reserve potential corridors across I-10. This comment is fully addressed in the responses to Comments L-2 through L-6; no further response is necessary.

Comment Letter M

Science & Collaboration for Connected Wildlands
P.O. Box 1052, Fair Oaks, CA 95628
www.scwildlands.org

May 6, 2024

City of Calimesa – Planning Division
Attn: Kelly Lucia, M. URP, Planning Director
908 Park Avenue
Calimesa, CA 92320
Sent via email to klucia@cityofcalimesa.net

Subject: Comments on Oak Valley North Draft Environmental Impact Report

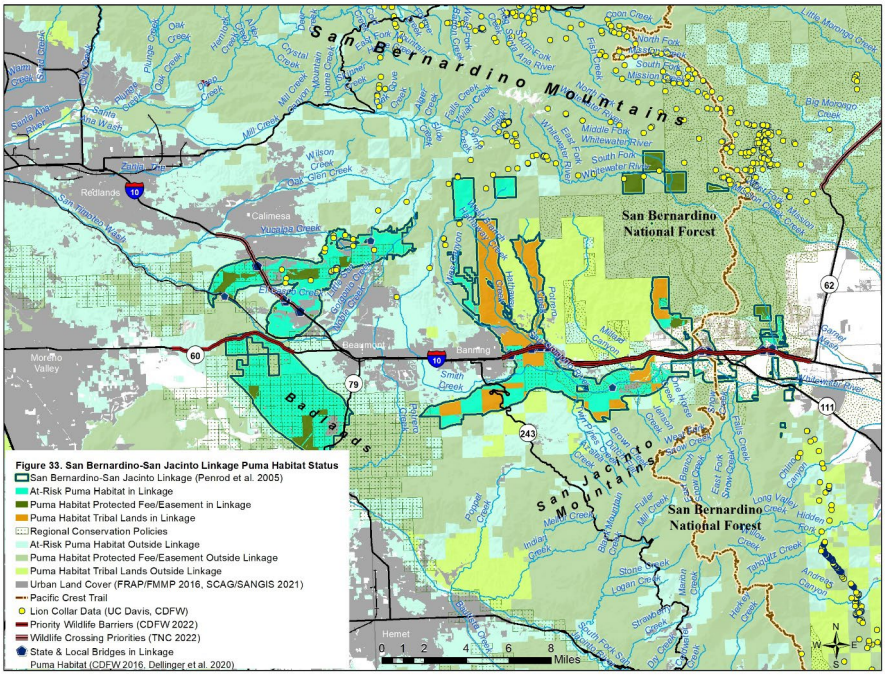
Thank you for the opportunity to comment on the Oak Valley North Draft Environmental Impact Report (DEIR). SC Wildlands' mission is to protect and restore systems of connected wildlands that support native species and the ecosystems upon which they rely. As such, our comments largely focus on the potential impacts of the proposed project on habitat connectivity and wildlife movement corridors and the need to incorporate additional mitigation measures to ensure wildlife movement is maintained and improved. M-1

The intent of CEQA is to provide full disclosure of the potential environmental impacts of a proposed project for public review. The DEIR did not sufficiently evaluate potential adverse impacts of the proposed project on habitat connectivity and wildlife movement for native resident or migratory wildlife species, including federally and state listed and candidate species, and established wildlife corridors as required by CEQA.

The Impact Analysis for Biological Resources begins on Page 4.4-32 of the DEIR. Threshold a: Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? M-2

In April 2020, the CDFW Commission found that listing of the mountain lion may be warranted and designated mountain lion in southern California as a candidate species. As a result, CDFW is now completing a status review of mountain lions within the proposed. At the end of the review, CDFW will make its recommendation on listing to the Commission. **Under CESA, species classified as a candidate species are afforded the same protection as listed species. As a result, mountain**

lions in this proposed area are CESA-protected during the review period. The Mountain lion is not reviewed as a protected species within the DEIR. To ensure compliance with CESA, this species must be evaluated within the DEIR, and its connectivity considered as well as mitigated within the proposed alternatives. Furthermore, GPS collared mountain lions have recently been documented in the immediately vicinity, if not on, the project site (see figure below).



M-2 (CONT.)

The Impact Analysis for Special-Status Wildlife begins on Page 4.4-33 of the DEIR. The introduction to this section states, "Vegetation communities within the Project's Survey Area includes non-native grassland and wildflower fields, coastal sage/chaparral scrub, and disturbed/developed/ornamental areas. These communities provide potential habitat for common, special-status, and listed wildlife species. However, all three vegetation communities are commonly found in the region and the loss of the largely non-native and disturbed wildlife habitat as a result of the Project would have a less-than-significant impact. Impacts to specific wildlife species are discussed below. (L&L, 2024a, p. 89)." We suggest that, at a minimum, all land east of Buildings 3 and 4 of the site plans be set aside as mitigation. This area includes residual coastal sage scrub and all of the scrub oaks on the project site and areas identified as Disturbed/Developed/Ornamental in the vegetation community map in the DEIR should be restored to coastal sage scrub.

M-3

SC WILDLANDS 2

Page 4.4-39 of the DEIR addresses Threshold d: Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

The full extent of the impact assessment on wildlife movement states, *"The Survey Area provides local movement opportunities for wildlife species that live within the Survey Area and immediately adjacent undeveloped lands. There is limited native habitat within the Project's Survey Area and terrestrial connectivity to the west is limited by a freeway and other existing development. The Survey Area is not within the Criteria Cells that make up MSHCP Proposed Constrained Linkage 23. Implementation of the proposed Project would add further development in the area; however, the Survey Area is not within the area (Proposed Constrained Linkage 23) identified in the MSHCP as a linkage between habitat blocks. Therefore, Project-related impacts to wildlife corridors would be less than significant. Additionally, no native wildlife nursery sites are located within the Survey Area and therefore, no significant impacts to wildlife nursery sites would occur. (L&L, 2024a, pp. 96-97) However, and as previously noted, the Project has the potential to impact active bird nests if vegetation is removed during the nesting season (February 1 to September 15). Impacts to nesting birds are prohibited by the MBTA and CFGC. This is considered a significant impact for which mitigation would be required."*

M-4

The DEIRs assertion that connectivity is limited to the west by a freeway and existing development doesn't pass muster. Caltrans is currently working on wildlife crossing infrastructure projects across the state to remediate barriers to wildlife movement and in fact the California Department of Fish and Wildlife's 2022 Wildlife Barriers Report identifies El Casco Creek, immediately adjacent to the proposed project as a Priority Wildlife Barrier for mountain lions. In addition, while there is an entitled development west of the freeway there is currently no existing development. Furthermore, a large portion of the entitled development west of the freeway has currently filed Chapter 7 opening up the opportunity to conserve a wider wildlife corridor that would need to go right through the proposed Oak Valley North development.

Furthermore, the DEIR seems to confuse the impact assessment on wildlife movement with Threshold f: Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? The DEIR must assess impacts to wildlife movement irrespective of whether there is a Western Riverside MSHCP criteria cell within the proposed project site.

M-5

The DEIR did not use the latest science to evaluate adverse impacts of the proposed project on wildlife movement and habitat connectivity. The Western Riverside County MSHCP was completed in 2003. Several more recent connectivity models, reports, and plans highlight the importance of this area to wildlife movement including:

- South Coast Missing Linkages A Linkage Design for the San Bernardino-San Jacinto Connection (Penrod et al. 2005) GIS data available on BIOS ds 419; report available at www.scwildlands.org/reports/SCML_SanBernardino_SanJacinto.pdf.
- The Manager of Reserve Management and Monitoring at the Regional Conservation Authority stated at a 2021 linkage implementation workshop, "The Western Riverside County MSHCP doesn't capture the fine scale data and information as what was provided in the South Coast Missing Linkages", available www.scwildlands.org/reports/GreaterI-10WorkshopSummaryReport_FINAL.pdf.
- Connectivity and Climate Flow from The Nature Conservancy's (2020) Resilient and Connected Network analysis underscores the critical importance of this linkage both today and for climate adaptation. Map viewer and data available at Resilient Land Mapping Tool (tnc.org)
- Climate Resilient Connectivity Prioritized Linkage Network (Jennings et al. 2019), available on Data Basin Climate Resilient Connectivity Prioritized Linkage Network | Data Basin
- Terrestrial Connectivity, Areas of Conservation Emphasis version 3.1 (CDFW 2019; BIOS dataset ds 2734). CDFW compiled and synthesized the best-available spatial information in California on connectivity and wildlife movement into the Terrestrial Connectivity Dataset to better integrate biodiversity conservation with transportation and infrastructure planning. The Terrestrial Connectivity data layer shows the area in the DEIR as Connectivity Rank 4 with the immediate adjacent hexagon to the east with Connectivity Rank 5, on a scale of 1-5 with 5 being most important. Map viewer available CDFW ACE 3 (ca.gov)

The Terrestrial Connectivity dataset is one of the four key components of CDFW's Areas of Conservation Emphasis (ACE) data visualization platform, along with Terrestrial Biodiversity, Significant Habitats, and Climate Resilience (CDFW 2019). The DEIR project limits and surrounding areas are also identified as biologically important, particularly for terrestrial species and habitats, in the following ACE datasets:

- SWAP Terrestrial Targets (CDFW 2015; BIOS dataset ds1966): El Casco Creek to the west and east of I-10 identified as SWAP Terrestrial Target including within the project limits of the DEIR to the east of I-10. Map viewer available CDFW ACE 3 (ca.gov)
- Terrestrial Climate Vulnerable Species (BIOS dataset ds 2701) shows the Climate Vulnerable Vertebrate Count in the DEIR project limits and surrounding area as the two highest classes. Map viewer available CDFW ACE 3 (ca.gov)
- Terrestrial Significant Habitats Summary (BIOS dataset ds 2721). Map viewer available CDFW ACE 3 (ca.gov)

M-5 (CONT.)

Page 4.4-23 of the DEIR includes the following:

M-6

The Project's Survey Area is not located in a Criteria Cell; therefore, the Project is not subject to the Reserve Assembly requirements of the MSHCP or the Joint Project Review process. However, the Project is subject to review consistent with MSHCP Section 6.1.2 (Riparian and Riverine, Vernal Pools, and Fairy Shrimp), Section 6.1.3 (Narrow Endemic Plant Species), and Section 6.3.2 (Additional Survey Needs and Procedures). The Survey Area is located in an MSHCP Section 6.3.2 designated survey area for burrowing owl and an MSHCP Section 6.1.3 designated survey area for narrow endemic plant species, specifically Marvin's (Yucaipa) onion and many-stemmed dudleya, where suitable habitat and soils are present. Under these sections, the MSHCP requires an assessment of potential habitat for burrowing owl, narrow endemic plants Marvin's onion and many-stemmed dudleya, and ***riparian/riverine resources****, vernal pools,* ***and associated species.*** *(L&L, 2024a, p. 41).* Page 4.4-40 of the DEIR states there are four drainages associated with the proposed project site. Riparian communities are one of the most threatened natural communities on the planet. Virtually all species utilize riparian systems at some point in their life cycle and riparian communities are known movement corridors for numerous species, including mountain lion, and many other species.

M-6 (CONT.)

The DEIR states, *The Survey Area is within Subunit 2: Badlands/San Bernardino National Forest of the MSHCP Pass Area Plan. The Biological Issues and Considerations for this subunit are (L&L, 2024a, p. 42):*

- ***Provide a connection in the Cherry Valley area from the Badlands to Bogart Park, providing opportunities inside and outside of the Plan Area to San Bernardino County. It is recognized that this connection traverses an urban area, however Conservation of existing natural Habitat and incorporation of ditches or other drainage features into reserve design will assist in providing this contiguous connection.***
- *Maintain a wetland connection via Noble Creek. It is recognized that this creek is improved in some areas.*
- ***Determine presence of potential linkage area for bobcat (Lynx rufus).***
- *Determine presence of potential Core Area for Los Angeles pocket mouse (Perognathus longimembris brevinasus) in tributaries to San Timoteo Creek.*
- *Maintain Core Area for San Bernardino mountain kingsnake (Lampropeltis zonata [parvirubra]).*

M-7

The proposed project area provides a connection from the Badlands to Bogart Park, providing a crucial opportunity to maintain a last chance coastal sage scrub connection. SC Wildlands, Oswit Land Trust, The Wildlands Conservancy, Two Canyons Conservancy, and The Nature Conservancy have been working with the City of Calimesa Planning Director and developers on the El Casco Creek wildlife corridor (aka Cherry Valley Corridor), which is the last chance for a coastal sage scrub connection in the San Bernardino-San Jacinto Linkage, since May of 2021 to explore a successful solution. The El Casco Creek corridor is one of California's most critical wildlife corridors. The El Casco Creek Corridor, if adequately protected, would secure a

regionally important habitat linkage between the Peninsular Ranges south of Interstate 10 (I-10) and the Transverse, Coast and Sierra Nevada ranges north of I-10. This linkage is a critical connection between Peninsula Ranges of Orange, Riverside and San Diego Counties and the mountain ranges in the rest of the state. The linkage sits at the key transition zone between the South Coast, Mojave, and Sonoran Desert Ecoregions, and is considered a key contact zone for species adaptation and evolution. The San Bernardino to San Jacinto Mountains Linkage is one of 15 "Missing Linkages" identified by the South Coast Missing Linkage Project that, if protected, would secure an interconnected system of protected wildlands from the U.S. - Mexico border to the Sierra Nevada.

The El Casco Creek (Cherry Valley) corridor requires urgent protection to ensure the long-term genetic viability of mountain lions, a candidate species, in Southern California because the Transverse Range mountain lion population is considered critical to sustaining statewide mountain lion gene flow. An onsite biologist with Helix Environmental for the Oak Valley Town Center of Summerwind Ranch indicated that they had recently recorded a mountain lion at the El Casco Creek undercrossing. In addition to mountain lion, this linkage is considered critical for countless other coastal wildlife species, such as the state-listed California gnatcatcher.

M-7 (CONT.)

Thank you for the opportunity to provide input. Please contact us if we can provide further input on the importance of the Oak Valley North Project Area to regional wildlife movement. We're happy to provide data and information to the environmental review process.

M-8

Respectfully submitted,

Kristeen Penrod

Kristeen Penrod, Director
SC Wildlands
www.scwildlands.org

Letter M Responses to Comments from Science & Collaboration for Connected Wildlands

M-1 The commenter provides introductory remarks, indicates that their primary concern is regarding the Project's potential impacts to wildlife movement corridors, and asserts that mitigation measures should be imposed to address potential impacts to wildlife movement corridors. This comment is acknowledged; please refer to the individual responses to the comments provided by this letter, below.

M-2 The commenter notes that CEQA requires a full disclosure of potential environmental impacts of a project, and asserts that the DEIR did not sufficiently evaluate potential adverse impacts of the Project on habitat connectivity and wildlife movement for native resident or migratory wildlife species, including federally and State listed and candidate species, and established wildlife corridors, and specifically references the potential listing of the mountain lion.

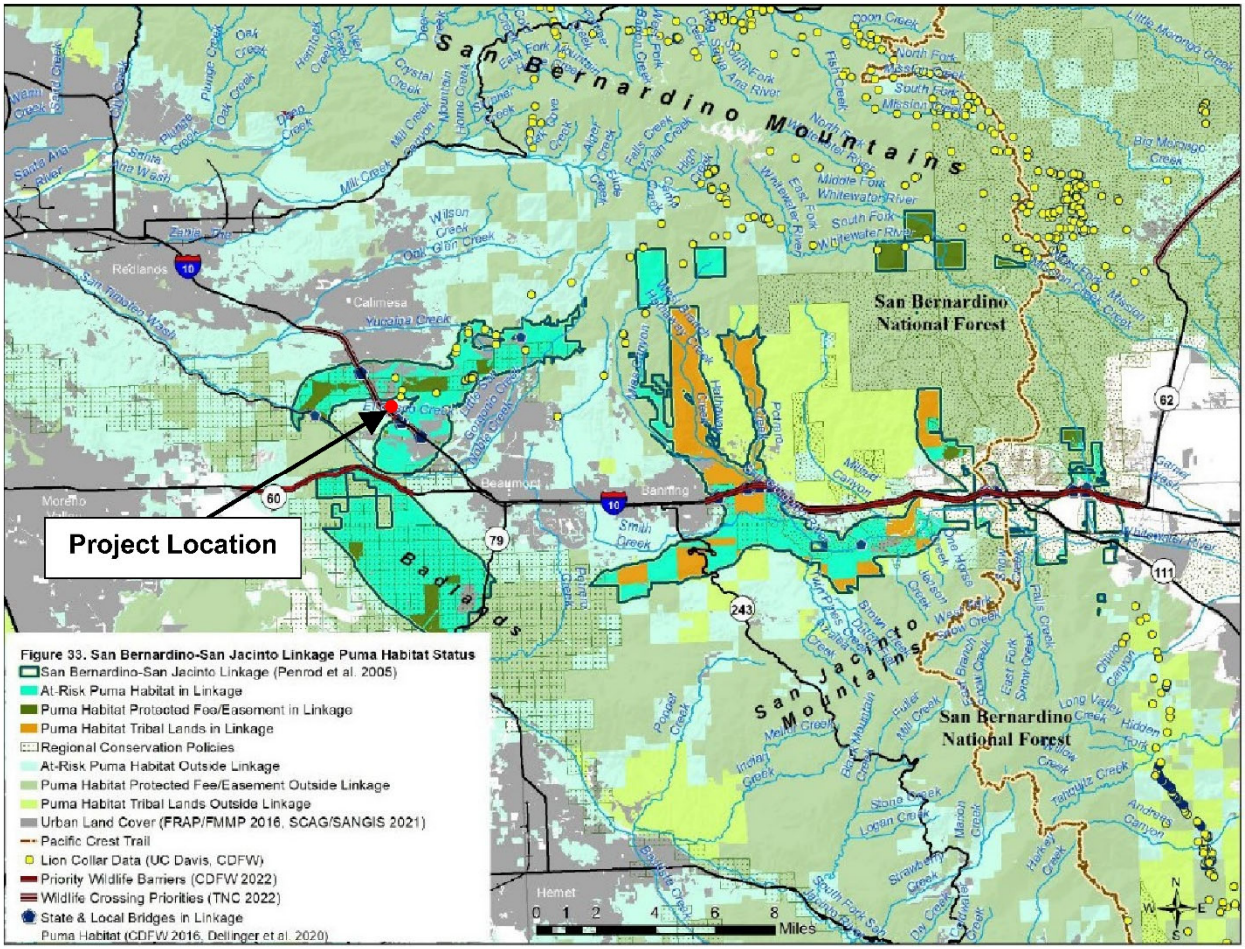
The graphic associated with this comment is reproduced below with the location of the Project site added; refer to Figure F-1, *Project Location Relative to San Bernardino-San Jacinto Linkage Puma Habitat Status*. As shown, the Project site is not within the At-Risk Puma Habitat in Linkage that is identified on the commenter's graphic. The locations of collared mountain lions are shown northeast of the Project site but not on or immediately adjacent to the Project site. Thus, even assuming the graphic and the represented data are correct, the Project would not result in a significant impact on habitat connectively and wildlife movement of the mountain lion (puma).

Furthermore, pursuant to the MSHCP, mountain lion is a Covered Species Adequately Conserved (MSHCP, Volume I, Table 2-2 and Table 9-2). As discussed in the Implementing Agreement (Volume III), the MSHCP provides "no surprises assurances" in the event that a Covered Species Adequately Conserved becomes a listed species or the existing sensitivity listing is elevated. The following are a few examples of relevant excerpts from the MSHCP Implementing Agreement:

- Section 4.3 (C) - To provide assurances to Permittees and others participating in the MSHCP that, "Pursuant to the "No Surprises" provisions of 50 Code of Federal Regulations, sections 17.22(b)(5) and 17.32(b)(5), and State Assurances pursuant to Sections 3.101 and 15.3 of this Agreement, as long as the terms of the MSHCP, this Agreement and the Permits are properly implemented, the Wildlife Agencies will not require additional mitigation from Permittees, with respect to Covered Species Adequately Conserved, except as provided for in this Agreement or as required by law."

- Section 14.12.3 – "As set forth in Section 6.8.1 of the MSHCP, pursuant to the No Surprises Rule, as long as the MSHCP is in effect, the USFWS will not require from Permittees, Third Parties Granted Take Authorization, Participating Special Entities or other individuals or entities receiving Take Authorization under the Permits the commitment of additional land, or financial compensation or additional restrictions on the use of land or other natural resources with

Figure F-1 Project Location Relative to San Bernardino-San Jacinto Linkage Puma Habitat Status



regard to Covered Activities and their impact on the Covered Species Adequately Conserved beyond the level and/or amounts specified in the MSHCP, the Permits and this Agreement."

- Section 14.12.4 – "As set forth in Section 6.8.1 of the MSHCP, pursuant to the No Surprises Rule, the USFWS has the burden of making a finding that Unforeseen Circumstances exist with regard to any Covered Species Adequately Conserved using the best scientific and commercial data available. The findings must be clearly documented and based upon reliable technical information regarding the status and habitat requirements of the affected species..."

- Section 14.12.5 – "In the event the USFWS makes a finding of Unforeseen Circumstances and such Unforeseen Circumstances warrant the requirement of additional mitigation, enhancement or compensation measures, any such additional measures shall be restricted to modification of the management of the MSHCP Conservation Area, and shall be the least burdensome measures available to address the Unforeseen Circumstances."

To date, there have been no formal changes, amendments, or findings of Unforeseen Circumstances in the vicinity of the Project site with respect to mountain lion or any new or reconfigured Linkages. The Project as proposed is located outside of the Conservation Area, including outside of any designated Linkages, and has fully demonstrated consistency with all applicable current requirements of the MSHCP.

With respect to the commenter's assertion that the DEIR did not adequately address potential impacts on wildlife movement/linkages, the analysis presented in Subsection 4.4 of the Project's DEIR included a full analysis of the Project's consistency with the MSHCP, and the MSHCP addresses and accommodates regional wildlife movement linkages and corridors throughout the MSHCP plan area. Relying on the MSHCP for issues relative to biological resources covered by the MSHCP, including wildlife movement, is appropriate and has been appropriate since approval and execution of the MSHCP. Incidental take authorization and associated permits for the MSHCP were issued by United States Fish and Wildlife Service (USFWS) and California Department of Fish and Wildlife (CDFW) in 2006. Authorization granted by these permits is described throughout the following: USFWS Incidental Take Permit; the CDFW Natural Community Conservation Planning (NCCP) Permit, including any special terms and conditions of the permits; MSHCP Volumes, including the Implementing Agreement (Volume III); and any errata thereof.

Furthermore, MSHCP, Volume I, Section 6.1.1 explains that development of property outside of the MSHCP Conservation Area (both within and outside of the Criteria Area) shall receive Take Authorization for Covered Species Adequately Conserved provided payment of a mitigation fee is made (or any credit for land conveyed is obtained) and compliance with MSHCP Section 6.0 occurs. Payment of the mitigation fee and compliance with the requirements of Section 6.0 are intended to provide full mitigation under the CEQA, NEPA, FESA, and CESA for impacts to the species and habitats covered by the MSHCP pursuant to agreements with the USFWS, CDFW, and/or any other appropriate participating regulatory agencies and as set forth in the MSHCP Implementing Agreement.

As an approved regional habitat conservation plan, the MSHCP allows for development within areas not targeted for conservation, including within areas that are not identified as "Linkages" designed for facilitation of wildlife movement. The MSHCP has identified Proposed Constrained Linkage 23 to provide connectivity in the local vicinity. However, the Project site is located outside of any lands described for conservation, including the Project's location south of, and outside of, any lands that would contribute to Proposed Constrained Linkage 23.

To date no formal changes, amendments, and/or findings of Unforeseen Circumstances relevant to the MSHCP have been processed and approved specific to wildlife movement corridors (i.e., Linkages) within or around the City of Calimesa. Until the MSHCP is formally amended by CDFW and USFWS (with Permittee concurrence) to include an additional Linkage or a refinement of the Criteria Area, projects demonstrating consistency with current MSHCP requirements are in compliance with CEQA for those species, habitats, and existing and described conservation areas identified and covered by the MSHCP.

Accordingly, because the mountain lion is a Covered Species Adequately Conserved and because the Project site is not identified by the MSHCP as part of any existing or proposed linkages, corridors, or conservation areas, no revisions to the DEIR are warranted pursuant to this comment.

The commenter cites the discussion from p. 4.4-33 of the DEIR, but does not identify any deficiencies with the text provided, and then asserts that the Project should be redesigned to preserve all lands east of Buildings 3 and 4 as mitigation in order to preserve the residual coastal sage scrub and all of the scrub oaks on the Project site and restore these areas to coastal sage scrub. The commenter is referred to the discussion and analysis presented throughout DEIR Subsection 4.4, *Biological Resources*. As demonstrated therein, all Project impacts to biological resources would be less than significant, or would be reduced to less-than-significant levels with the implementation of mitigation measures presented in DEIR subsection 4.4.8, and the analysis in Subsection 4.4 demonstrates that Project impacts to wildlife movement corridors would be less than significant with mandatory compliance with the MSHCP. The Project would not result in any impacts to biological resources that cannot be mitigated to below a level of significance. Pursuant to Section 15126.4(a)(3) of the CEQA Guidelines, "[m]itigation measures are not required for effects which are not found to be significant." Thus, while the City acknowledges the commenter's preference to preserve as open space the portions of the Project site located east of Buildings 3 and 4, no revision to the DEIR is warranted pursuant to this comment as the preservation of the coastal sage scrub and the scrub oaks on the Project site would not serve to reduce or avoid any of the Project's impacts to biological resources. Furthermore, under existing conditions, the I-10 freeway and Calimesa Boulevard are barriers to terrestrial connectivity to the west of the Project site, and as a result, the conservation of the residual coastal sage scrub and scrub oaks on site would not contribute to any functional wildlife corridors. Moreover, there are no components of the proposed Project that would exacerbate restrictions on wildlife movement in the local area beyond what already occurs under existing conditions. Accordingly, because the commenter's request to preserve as open space the portions of the Project site located east of Buildings 3 and 4 would not serve to reduce or avoid any of the Project's significant impacts to the environment, no revision to the DEIR is warranted pursuant to this comment.

M-3 The commenter cites the DEIR's analysis of Project impacts to wildlife movement corridors in its entirety, asserts that the DEIR's analysis was deficient because Caltrans and the California Department of Fish and Wildlife (CDFW) are planning for a wildlife movement corridor in the local area, and the asserts that the Project site would interfere with such future wildlife movement corridor. While there is potential to establish a wildlife corridor that could traverse the I-10 Freeway and Calimesa Boulevard in the region, this potential wildlife movement corridor does not exist under existing conditions. Further, even if such a corridor is established, the Project still would not interfere with wildlife movement therein. CDFW has identified El Casco Creek as a priority for wildlife connectivity projects (I-10 El Casco Bridge; CDFW 2022). El Casco Creek is not immediately adjacent to the Project site. The location of the El Casco Bridge is over 800 feet southeast of the Project site and would be separated from it by existing development. Additionally, a review of aerial images (Google Earth 2024) shows that extensive grading has occurred to the west of the I-10 freeway

in the vicinity of the Project site. Under existing conditions, the I-10 freeway and Calimesa Boulevard are barriers to terrestrial connectivity to the west of the Project site and the Project would not interfere substantially with the movement of wildlife. If the existing flood control structure under the I-10 freeway at El Casco Bridge is modified into a functional wildlife corridor as proposed by CDFW, the Project still would be several hundred feet away from the wildlife corridor and separated from it by existing development. The proposed wildlife corridor would not go right through the proposed Oak Valley North development, as is incorrectly stated by this comment, and the Project would not interfere substantially with the movement of wildlife under this scenario. The development west of the freeway still is entitled and approved for development and subject to a development agreement, regardless of its alleged financial situation. Therefore, it must be assumed this area – which as mentioned above, has already been significantly disturbed – will continue to be developed in the future. Any conservation of this vested, entitled development may constitute an unlawful taking. Accordingly, the DEIR's conclusion that Project impacts to wildlife movement corridors would be less than significant is based on substantial evidence, and no revision to the DEIR is warranted pursuant to this comment.

M-4 The commenter asserts that the DEIR was wrong to rely on compliance with the MSHCP in its determination that Project impacts to wildlife movement would be less than significant, and asserts that the DEIR should have instead relied on more recent connectivity models, reports, and plans. Relying on the MSHCP for issues relative to biological resources covered by the MSHCP, including wildlife movement, is appropriate and has been appropriate since approval and execution of the MSHCP. Incidental take authorization and associated permits for the MSHCP were issued by United States Fish and Wildlife Service (USFWS) and California Department of Fish and Wildlife (CDFW) in 2006. Authorization granted by these permits is described throughout the following: USFWS Incidental Take Permit; the CDFW Natural Community Conservation Planning (NCCP) Permit, including any special terms and conditions of the permits; MSHCP Volumes, including the Implementing Agreement (Volume III); and any errata thereof.

Pursuant to Volume I, Introduction, the MSHCP:

- Provides a comprehensive means to coordinate, standardize, streamline, and ensure closure regarding mitigation requirements of the Federal Endangered Species Act (FESA), California Endangered Species Act (CESA), National Environmental Policy Act (NEPA), CEQA, California Native Plant Protection Act (CNPPA), and other applicable laws and regulations related to biological and natural resources within the Plan Area.
- Assures property owners, local governments, and other affected parties that conservation measures undertaken for species and wildlife habitat are adequately covered by the MSHCP and will satisfy mitigation requirements of the FESA, CESA, NEPA, CEQA, and CNPPA concerning impacts to those Covered Species and Habitats.

Furthermore, MSHCP, Volume I, Section 6.1.1 explains that development of property outside of the MSHCP Conservation Area (both within and outside of the Criteria Area) shall receive Take Authorization for Covered Species Adequately Conserved provided payment of a mitigation fee is

made (or any credit for land conveyed is obtained) and compliance with MSHCP Section 6.0 occurs. Payment of the mitigation fee and compliance with the requirements of Section 6.0 are intended to provide full mitigation under the CEQA, NEPA, FESA, and CESA for impacts to the species and habitats covered by the MSHCP pursuant to agreements with the USFWS, CDFW, and/or any other appropriate participating regulatory agencies and as set forth in the MSHCP Implementing Agreement.

As an approved regional habitat conservation plan, the MSHCP allows for development within areas not targeted for conservation, including within areas that are not identified as "Linkages" designed for facilitation of wildlife movement. The MSHCP has identified Proposed Constrained Linkage 23 to provide connectivity in the local vicinity. However, the Project site is located outside of any lands described for conservation, including the Project's location south of, and outside of, any lands that would contribute to Proposed Constrained Linkage 23.

To date no formal changes, amendments, and/or findings of Unforeseen Circumstances relevant to the MSHCP have been processed and approved specific to wildlife movement corridors (i.e., Linkages) within or around the City of Calimesa. Until the MSHCP is formally amended by CDFW and USFWS (with Permittee concurrence) to include an additional Linkage or a refinement of the Criteria Area, projects demonstrating consistency with current MSHCP requirements are in compliance with CEQA for those species, habitats, and existing and described conservation areas identified and covered by the MSHCP.

Accordingly, no revision to the DEIR is warranted pursuant to this comment as the DEIR's analysis of potential impacts to wildlife movement corridors and linkages properly demonstrated that such impacts would be less than significant due to the Project's compliance with all applicable MSHCP requirements and because the Project site is not targeted for conservation under the MSHCP.

M-5 The commenter provides citations from Subsection 4.4 of the DEIR related to the DEIR's analysis of Project consistency with the MSHCP, and notes that riparian communities are one of the most threatened natural communities on the planet and supports a variety of species, including the mountain lion. The small ephemeral drainages on the Project site are within areas containing non-native grassland. There are no riparian habitats or riparian plant species present, as clearly noted on p. 4.4-2 of the DEIR. As described in Subsection 4.4 of the Project's EIR, one of the drainages is a man-made roadside ditch along Calimesa Boulevard, and the on-site drainages do not support riparian habitat or provide vegetated corridors. The commenter is referred also to the responses to Comments M-2 through M-4. No revision to the DEIR is warranted pursuant to this comment.

M-6 The commenter provides a quotation from the DEIR's analysis of potential impacts due to a conflict with the MSHCP as provided under the analysis of Threshold a. in DEIR Subsection 4.4, *Biological Resources*, asserts that the Project area provides a connection from the Badlands to Bogart Park, further notes that several local organizations have been working with the City of Calimesa in establishing the El Casco Creek wildlife corridor (aka Cherry Valley Corridor), describes the importance of this linkage, and asserts that this future corridor requires protection to ensure the long-

term genetic viability of mountain lions, a candidate species, along with other wildlife species, such as the State-listed California gnatcatcher. El Casco Creek is not immediately adjacent to the Project site. The location of the El Casco Bridge is over 800 feet southeast of the Project site and is separated from the Project site by existing intervening development. If the El Casco Creek wildlife corridor is created as proposed by CDFW, the Project would be several hundred feet away from the wildlife corridor and separated from it by existing development. The proposed wildlife corridor would not go right through the Project site, as incorrectly stated by this comment, and as such no revision to the DEIR is warranted as the Project would not interfere with the movement of wildlife under this potential, hypothetical scenario. No revision to the DEIR is warranted pursuant to this comment.

M-7 The commenter provides concluding remarks and indicates their availability to provide additional data and information; as this comment does not affect any of the text or analysis as presented in the DEIR, no revision to the DEIR is warranted pursuant to this comment and no further response is required.

Comment Letter N

Subject: FW: Oak Valley North
Date: Monday, May 6, 2024 2:24:47 PM

From: Kelly Lucia <klucia@cityofcalimesa.net>
Sent: Monday, May 6, 2024 2:20 PM
To: Tracy Zinn <tzinn@tbplanning.com>; Lindsey Mansker <l.mansker@birtcher.com>
Subject: Fwd: Oak Valley North

FYI

Begin forwarded message:

From: Adam Salcido <asalcido@goldenstateeja.com>
Date: May 6, 2024 at 2:16:02 PM PDT
To: Kelly Lucia <klucia@cityofcalimesa.net>
Cc: Executive Director <executivedirector@goldenstateeja.com>, Assistant Executive Director <assistantexecutivedirector@goldenstateeja.com>, Josh Bourgeois <jbourgeois@goldenstateeja.com>, Steven Piepkorn <spiepkorn@goldenstateeja.com>, Ramon Amaya <ramaya@goldenstateeja.com>, Pete Sheehan <psheehan@goldenstateeja.com>, Stanley Saltzman <ssaltzman@goldenstateeja.com>
Subject: Oak Valley North

Good Afternoon Ms. Lucia,

Please provide any updates to the above mentioned project.

I am requesting under Public Resource Code Section 21092.2 to add the email addresses and mailing address below to the notification list, regarding any subsequent environmental documents, public notices, public hearings, and notices of determination for this project.

executivedirector@goldenstateeja.com

assistantexecutivedirector@goldenstateeja.com

jbourgeois@goldenstateeja.com

asalcido@goldenstateeja.com

spiepkorn@goldenstateeja.com

ramaya@goldenstateeja.com

N-1

psheehan@goldenstateeja.com

ssaltzman@goldenstateeja.com

Mailing Address:

P.O. Box 79222

Corona, CA 92877

Please confirm receipt of this email.

Thank You,

Adam Salcido

N-1
(CONT.)

Letter N Responses to Comments from Adam Salcido

N-1 The commenter provides a list of email and mailing addresses to add to the notification list regarding subsequent Project-related environmental documents, notices, and hearings. The commenter's request is acknowledged, and the City will ensure that all environmental documents, public notices, public hearings, and notices of determination associated with the Project will be provided to the e-mail contacts provided by this comment. No further response is necessary.

Comment Letter O

From: Brenda Collins <bsc607@gmail.com>
Date: May 2, 2024 at 3:41:57 PM PDT
To: Kelly Lucia <klucia@cityofcalimesa.net>
Subject: DEIR Oak Valley North Project

I live in Singleton Heights, Calimesa, and I strongly oppose the Oak Valley North project. Based on the findings in the DEIR for Oak Valley North, it is apparent that the proposed project would have "significant and unavoidable impacts" on air quality, greenhouse gas emissions, and transportation, as mentioned in the report. O-1

For the health and quality of life of the citizens of Calimesa, I respectfully request that the Calimesa City Council recognize the immediate and cumulative harm this project would cause, and vote "no" on the Oak Valley North project.

This is a matter of outside interests looking to make money while ignoring the harm this project would have on those who live in the community and those who will live there in the future.

Calimesa City Council, Please stand with the community and do not approve this blight on our city. O-2

Thank you,
Brenda Collins

Letter O Responses to Comments from Brenda Collins

O-1 The commenter expresses opposition to the Project and notes that the Project would have significant and unavoidable impacts. As this comment does not identify any deficiencies with the DEIR, no revisions to the DEIR are warranted pursuant to this comment. Notwithstanding, this comment is acknowledged and will be considered by the City of Calimesa Planning Commission and City Council during their deliberations on whether to approve, conditionally approve, or deny approval of the proposed Project. No further response is required.

O-2 The commenter requests that the City vote "no" on the Project. This comment is acknowledged, and the commenter's concerns will be considered by the Calimesa City Council and Planning Commission during their deliberations on whether to approve, conditionally approve, or deny approval of the proposed Project. As this comment does not identify any deficiencies with the analysis or conclusions presented in the DEIR, no revision to the DEIR is warranted pursuant to this comment.

Comment Letter P

Subject: FW: EIR Comments Oak Valley North - Set One
Date: Monday, May 6, 2024 10:20:35 AM
Attachments: Oak Valley North EIR Comments.docx

From: David Zaitz <dzmtb100@att.net>
Date: May 5, 2024 at 9:38:12 PM PDT
To: Kelly Lucia <klucia@cityofcalimesa.net>
Subject: EIR Comments Oak Valley North - Set One

Kelly the following is Set One of my comments pertaining to the Draft EIR for the Oak Valley North project. Please accept set one. I have divided this up into different sections as I want to make sure that at least this portion meets deadline. The attached word file may be easier to read. P-1

Please acknowledge receipt.

Truck Parking Lot

1. Truck parking lot is part and parcel of the warehouse. As such, the truck parking lots should designed consistent with the intent and public policy embodied within the City's warehouse ordinance to separate truck operations from sensitive receptors. The current design would allow diesel trucks to get within 150 to 200 feet of a sensitive receptors. The truck parking lot needs to be redesigned so that diesel trucks cannot get within 500 feet of sensitive receptors. P-2

2. The design of the truck parking lot is inconsistent with the legislative intent and public policy embodied within the City's ordinances designed to protect sensitive receptors. It will allow diesel truck to get within 150 to 200 feet of people's homes. The lot needs to be redesigned to allow trucks to get no nearer than 400 to 500 feet of peoples homes. And this needs to be an on-going requirement, such a condition of a conditional-use permit. P-3

3. The truck parking lot will generate noise that will be in excess of the limits allowed by City ordinance. As such, the truck parking lots should be re-designed to ensure sound levels generated by the project measured at peoples homes will not exceed allowable noise levels. If you dispute this, please provide your engineer's calculations of the sound levels generated by the project, the sound level that will be heard at nearby homes and a comparison with the acceptable sound levels allowed by the City. If these are not provided, we will only be left to assume the sound levels will exceeded those allowed. Please be notified that excessive sound levels can be harmful, especially to older adults, and have much further negative affects when that sound disrupts sleep patterns. P-4

Project Impacts

1. Air Quality

The circulated EIR Notice states:

> Air Quality: Significant and unavoidable direct and cumulatively-considerable impacts due to a conflict with the SCAQMD 2022 Air Quality Management Plan and significant and unavoidable direct and cumulatively-considerable impacts due to operational-sources emissions of Volatile Organic Compounds, Nitrogen Oxides, and particulate matter smaller than 10 microns that would exceed South Coast Air Quality Management District (SCAQMD) thresholds for these pollutants, depending on which land use scenario is considered. (underlining added for emphasis)
>
> Please disclose which scenario meets SCAQMD thresholds. If no scenario meets those thresholds, please disclose which project comes closest to meeting those thresholds. And please explain why this very important information was not disclosed in the notice summarizing project impacts.

P-5

2. Greenhouse.

Gas Emissions –

In summary, the EIR notice states that all three (3) land use scenarios would result in a significant and unavoidable impacts due to Green House Gas emissions that would exceed SCAQMD proposed thresholds. The level of Green House Gas Emissions poses a significant impact according to the California Air Resources Board 2022 plan.

> Please disclose which scenario meets SCAQMD thresholds. If no scenario meets those thresholds, please disclose which project comes closest to meeting those thresholds. And please explain why this very important information was not disclosed in the notice summarizing project impacts.

P-6

3. Transportation

In summary, the EIR notice states that the project would:

> 1. Result in Vehicle Miles Travel (VMT) threshold being exceeded for significance under scenario 2 and 3 when using Origin/Destination Method;
>
> 2. Results exceeding VMT threshold exceeded for scenario 3 under the cumulative Boundary method; and
>
> 3. Results exceed VMT threshold for scenarios 1, 2 and 3 under the Project Total VMT per Service Population, that is total VMT including from project related-related heavy-duty truck trips.

P-7

This is of a very high significance when one considers the location of the proposed project. The project is located in an area that lacks freeway capacity as compared to other sections of the 10 freeway. The section of the freeway in Calimesa is only three lanes each way. In all other areas, the 10 freeway is four or more lanes in each direction. And we have been informed by our Senate representative that it is highly unlikely that the number of lanes would be expanded to allow for an increase in VMT and to reduce the potential for more traffic jams. As such, the application should be rejected or resized to assure that the selected alternative does not exceed the City's threshold of significance under Cumulative Boundary **and** Origin/Destination approaches.

Please explain which scenario has the smallest exception or crosses the threshold by least amount.

P-7
(CONT.)

Subject: FW: Set 2 - EIR Comments Oak Valley North
Date: Monday, May 6, 2024 3:19:58 PM
Attachments: Oak Valley North EIR Comments.docx

From: David Zaitz <dzmtb100@att.net>
Date: May 6, 2024 at 3:12:14 PM PDT
To: Kelly Lucia <klucia@cityofcalimesa.net>
Subject: Set 2 - EIR Comments Oak Valley North

Kelly,

Please accept this as my second part of my comments.

I have also attached a word document that contains both sets of comments in one document. Please note that my prior comments have been edited for clarity.

Please acknowledge receipt.

Set 2

Cumulative Analysis and Prior Exceptions

As indicated in two bulletins written by the California Attorney General's Office (AG), a city should complete a cumulative analysis of a project's impact on the local and regional environment. Further the AG and AQMD state that industry best practice dictates warehouses should be placed no less than 1,000 square feet from sensitive receptors. Calimesa's local ordinance requires 500 feet.

Given the AG's direction concerning cumulative effect, it is very appropriate to look at the subject project's effects combined with the City's prior approvals of another warehouse. For the applicants previously approved project, which is approx. one mile way, the city circumvented its own ordinances and allowed those warehouses to be 65 feet from sensitive receptors. Further for the prior project, the city circumvented its own local ordinance pertaining to warehouse size by approving multiple warehouse buildings in excess of 700,000 square feet each. City ordinances limits warehouse building size to 250,000 square feet.

The city has already made extreme and significant exceptions to industry best practices and to its own ordinances for the applicant despite findings that the prior project would have significant and unmitigable impacts on the region. Given this, good public policy, public health, and environmental quality necessitate new projects with significant and unmitigable effects on the environment be provided with NO discretionary approvals when those projects will add to environmental burdens already shouldered by the locality and the region. New projects should be required to meet all legal requirements and no further exceptions should be provided. This application should be denied, and the developer directed to return with an application that will have a much-diminished effect on the environment.

P-8

P-9

P-10

Letter P Responses to Comments from David Zaitz

P-1 The commenter makes introductory remarks, and notes that the commenter's comments will be provided as part of two separate submittals. The comment is noted, and the responses to Comment Letter P (below) include both sets of correspondence from the commenter. No further response is required.

P-2 The commenter states that the current design would allow diesel trucks within 150 to 200 feet of sensitive receptors and asserts the truck parking lots should be designed consistent with the intent and public policy embodied within the City's warehouse ordinance such that diesel trucks cannot get within 500 feet of sensitive receptors. The proposed truck trailer storage lots would not consist of warehouse uses, and as such are not subject to the provisions of City Ordinance No. 343/Zone Text Amendment 16-01. Furthermore, potential localized impacts associated with the proposed truck trailer storage lots were evaluated as part of the DEIR, which demonstrates that with the implementation of mitigation measures, the Project would not result in any localized air quality impacts affecting nearby sensitive receptors (see DEIR Subsection 4.3, *Air Quality*), including proposed new sensitive receptors, would not result in cancer or non-cancer related health risks exceeding the identified thresholds of significance (see DEIR Subsection 4.3), and would not result in any transportation-related noise impacts (see DEIR Subsection 4.13, *Noise*). Accordingly, as this comment does not identify any deficiencies with the analysis presented in the DEIR, no revision to the DEIR is warranted pursuant to this comment.

P-3 The commenter reiterates the previous statement that allowing diesel trucks within 150 to 200 feet of sensitive receptors violates the City's requirements for warehouse development and asserts that the truck parking lot must be redesigned. As noted in the response to Comment P-2, the truck trailer storage lots would not include any warehouses and thus would not be subject to City ordinances related to warehouse development. Additionally, impacts to sensitive receptors associated with the proposed truck trailer parking lots were fully evaluated in the DEIR, which shows that with mitigation all localized impacts affecting sensitive receptors would be reduced to less-than-significant levels. Accordingly, as this comment does not identify any deficiencies with the analysis presented in the DEIR, no revision to the DEIR is warranted pursuant to this comment.

P-4 The commenter asserts that the truck parking lot will generate noise exceeding allowable City limits, that the parking lot must be redesigned to reduce noise levels at sensitive receptors, and the commenter requests sound level calculations if their assertion is disputed. The commenter is referred to the discussion and analysis presented in DEIR Subsection 4.13, *Noise*, which was based on a Project-level technical study prepared by a professional acoustical consultant (Urban Crossroads, Inc.) that was included as DEIR *Technical Appendix N*. DEIR Subsection 4.13 and the technical analysis presented in *Technical Appendix N* demonstrate that Project operational and traffic-related noise would not expose any nearby sensitive receptors to noise levels exceeding the identified thresholds of significance. As this comment does not identify any deficiencies with the analysis presented in the DEIR or in *Technical Appendix N*, no revision to the DEIR or *Technical Appendix N* is warranted pursuant to this comment.

P-5 The commenter describes the significant and unavoidable air quality impacts stated in the DEIR due to regional emissions and due to a conflict with the South Coast Air Quality Management District (SCAQMD) 2022 AQMP, and requests disclosure of which scenario would exceed the SCAQMD thresholds of significance and an explanation for why the specific scenario was not disclosed in the public notices distributed with the DEIR. The Project's DEIR was distributed for a 45-day public review period that commenced on March 22, 2024, and concluded on May 6, 2024. During this time, and as indicated in the public notices that were distributed, the Project's DEIR and associated technical appendices were made available on the City's web site and could be accessed at the web address provided in the public notice. With respect to the commenter's specific questions, the commenter is referred to Subsection 4.3, *Air Quality*, of the DEIR, which continues to be available on the City's web site[60]. As indicated therein, following the implementation of mitigation, land use Scenarios 1 and 3 would result in regional emissions that would exceed the SCAQMD regional threshold for NO_X, while land use Scenario 2 would result in regional emissions that would exceed the SCAQMD regional thresholds for VOCs, NO_X, and CO. As also disclosed in DEIR Subsection 4.3, air quality impacts would be significant and unavoidable under each of the land use scenarios evaluated by the DEIR. Moreover, DEIR Section 6.0, *Alternatives*, included an analysis of four (4) separate alternatives to the Project. As discussed therein, the No Development Alternative (NDA), as presented in DEIR subsection 6.4.1, would avoid all of the Project's significant environmental effects, including the Project's significant and unavoidable impacts due to regional air quality emissions. There are no other feasible alternatives that would avoid the Project's significant and unavoidable impacts due to regional air quality emissions. For example, the proposed warehouse buildings would need to be reduced in size by approximately 74% in order to avoid the Project's significant and unavoidable impacts due to NO_X emissions. In addition, in order to avoid the Project's significant and unavoidable impacts due to VMT, the warehouse buildings on site would need to be restricted to a maximum total building area of 63,000 s.f. in order to meet the City's VMT screening criteria for warehouse developments, or a reduction in building area on site by approximately 93.6% as compared to the buildings proposed as part of the Project. The level of reductions in the size of the proposed warehouse buildings that would be required to reduce all Project-related impacts to below a level of significance effectively would render the Project infeasible. Furthermore, such reductions would largely fail to meet the Project's objectives. This information was all available in the DEIR that was made available for the 45-day public review period. As this comment does not identify any deficiencies in the analysis provided, no revision to the DEIR is warranted pursuant to this comment.

P-6 The commenter cites the finding of the DEIR that the Project's impacts due to greenhouse gas (GHG) emissions would be significant and unavoidable, and reiterates the commenter's request to identify which land use Scenarios would meet SCAQMD thresholds. With respect to SCAQMD thresholds of significance, which are related to the issue of air quality, the commenter is referred to the response to Comment P-5. With respect to the commenter's query on the Project's impacts due to GHGs, the commenter is referred to DEIR Subsection 4.8, *Greenhouse Gas Emissions*, which provides a full accounting for the Project's level of GHG emissions under each of the three land use Scenarios

[60] See https://www.cityofcalimesa.net/Archive.aspx?AMID=48.

evaluated in the DEIR (which continues to be available on the City's web site[60]). As correctly noted by this comment, all three of the Project's land use Scenarios would result in significant and unavoidable impacts due to GHGs, with land use Scenario 2 resulting in the highest level of annual GHG emissions. Moreover, DEIR Section 6.0, *Alternatives*, included an analysis of four (4) separate alternatives to the Project. As discussed therein, the No Development Alternative (NDA), as presented in DEIR subsection 6.4.1, would avoid all of the Project's significant environmental effects, including the Project's significant and unavoidable impacts due to regional GHG emissions. There are no other feasible alternatives that would avoid the Project's significant and unavoidable impacts due to regional GHG emissions. For example, DEIR Table 4.8-7 shows that for land use Scenario 3 (high-cube warehouse with church uses), the Project's proposed land uses would need to be reduced in size by more than 87% in order to reduce the Project's GHG emissions to below the 3,000 $MTCO_2e$/yr screening threshold conservatively evaluated by the Project's DEIR, and such a reduction effectively would render the Project infeasible. Furthermore, such reductions would largely fail to meet the Project's objectives. As this comment does not identify any deficiencies in the analysis provided, no revision to the DEIR is warranted pursuant to this comment.

P-7 The commenter states the findings of the DEIR with respect to the issue of Transportation, and Vehicle Miles Traveled (VMT) specifically; proceeds to comment on the Project's potential to contribute to traffic congestion in the local area, including along nearby segments of the Interstate 10 (I-10) freeway; urges the City to reject approval of the Project's applications; and requests information on which land use Scenario would result in the fewest impacts due to VMT. First, it should be noted that the commenter's concerns appear to be primarily related to traffic congestion, and in particular traffic congestion on the I-10 freeway, and appears to be less related to the Project's potential impacts due to VMT. The issue of traffic congestion is not considered a significant environmental effect under CEQA pursuant to Senate Bill 743 (SB 743); thus, the commenter's concerns over the Project's potential effects on traffic congestion along the I-10 freeway are outside of the scope of required CEQA analysis. With respect to the commenter's queries on the Project's impacts due to VMT, the commenter is referred to DEIR Subsection 4.18, *Transportation*, which continues to be available on the City's web site[60] and includes a full and detailed analysis of the Project's potential impacts due to VMT. As indicated therein, land use Scenario 1 would have the fewest impacts due to VMT, although when considering the VMT from Project-related truck trips, land use Scenario 1 still would result in a significant unavoidable impact due to VMT. As this comment does not identify any deficiencies in the analysis provided, no revision to the DEIR is warranted pursuant to this comment.

P-8 The commenter references guidance from the California Attorney General's Office (AG) and SCAQMD related to the analysis of cumulatively-considerable impacts, references outdated guidance suggesting that warehouse should be at least 1,000 feet from sensitive receptors, cites the City's prohibition on warehouses being located closer than 500 feet from sensitive receptors, and suggests it would be appropriate to evaluate the Project's cumulatively-considerable effects within the context of the City's prior approvals for warehouse developments. The commenter is referred to DEIR subsection 4.0.2, which provides a full explanation of the cumulative context that was utilized to evaluate the Project's cumulatively-considerable environmental effects. With respect to the

commenter's statement that the Project should be required to comply with the City's required 500-foot separation distance between the Project's warehouse buildings and nearby sensitive receptors, all of the Project's proposed warehouse buildings were designed to achieve a minimum distance of 500 feet from the nearest existing sensitive receptor. In fact, the Project's application materials show that Building 1 would be set back a minimum of 500 feet from the edge of Singleton Road, while Building 2, which is the closest building to the eastern property line, would be set back more than 500 feet from the edge of Beckwith Avenue. Thus, all of the Project's warehouse buildings would exceed the City's minimum 500-foot separation requirement. In addition, it should be noted that the 1,000-foot buffer referenced in this comment is based on a 2005 publication from the California Air Resources Board (CARB)[61] that is outdated and that is not reflective of current air quality conditions within the South Coast Air Basin (SCAB). Specifically, the siting distance guideline included in the 2005 CARB Air Quality and Land Use Handbook was chosen to reflect the distance at which cancer risk from diesel particulate matter (DPM) emissions would be less than 100 in a million. CARB's analysis for the developing this guidance reflected DPM emissions from Transport Refrigeration Units (TRUs) operating in calendar year 2000. Notably, since 2000, due to on-going increasingly stringent regulatory requirements at the State and federal levels, cancer and non-cancer health risks have dramatically decreased within the SCAB. The reductions in cancer and non-cancer risks and heavy truck-related air quality emissions within the SCAB have been documented in a technical memorandum prepared by Ramboll US Consulting, Inc. (Ramboll). This technical memorandum, which is herein incorporated by reference pursuant to CEQA Guidelines Section 15150, is entitled, "Technical Comments in Response to the December 2022 Report Titled *A Region In Crisis: The Rationale For A Public Health State Of Emergency In The Inland Empire"* (herein, "Ramboll Report"), is dated February 13, 2023, and is available on-line at https://naiopie.org/wp-content/uploads/2023/03/Ramboll-Comments-on-A-Region-in-Crisis_021323.pdf. As noted in the Ramboll memorandum, the data used to develop CARB's buffer distance recommendation does not reflect the regional improvements in air quality that have occurred since 2000 due to State and federal regulations implemented since 2000, and the data used to develop its buffer distance recommendation does not reflect the regional improvements in air quality that have occurred since 2000. In order to evaluate how these changes affect CARB's recommended siting distance of 1,000 feet, Ramboll conducted a Health Risk Assessment (HRA) of two warehouse scenarios in calendar years 2000 and 2023. These include a Trucks with TRU Scenario, which represents a warehouse that can accommodate 40 trucks per day and 300 hours of TRU operation per week, and a Truck Only Scenario, which represents a warehouse that accommodates 100 trucks per day. Ramboll then compared the results of the analysis to the analysis conducted by CARB to establish the recommended 1,000-foot buffer. The results showed that cancer risk estimates were below 100-in-a-million at most distances away from the warehouse boundary. Therefore, Ramboll concluded that due to federal and State regulations that have led to significantly lower-emitting trucks and TRUs, even with the latest risk assessment methodology, CARB's 2005 Land Use Handbook recommendation of a minimum siting distance of 1,000 feet for sensitive receptors located in the vicinity of warehouses is now overly conservative. Ramboll concluded that that CARB's

[61] CARB. 2005. Air Quality and Land Use Handbook – A Community Health Perspective. Available at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/california-air-resources-board-air-quality-and-land-use-handbook-a-community-health-perspective.pdf. Accessed: October 2023.

recommended minimum siting distance of 1,000 feet could be substantially reduced or eliminated in the land use guidance. (Ramboll, n.d.) Furthermore, the Project's localized impacts to sensitive receptors were fully evaluated in the DEIR, which found that localized air quality, hazards/hazardous materials, land use/planning, noise, and lighting impacts would be less than significant with implementation of the regulatory requirements and mitigation measures specified by the DEIR, including both existing and potential new/proposed sensitive receptors. Accordingly, no revision to the Draft Program EIR is warranted pursuant to this comment.

P-9 The commenter refers to a separate approved project within the City, and asserts that this other development circumvented city ordinances and allowed warehouses to be 65 feet from sensitive receptors and by approving warehouse buildings that are larger than 700,000 s.f. in size. This comment is not in reference to the proposed Project, but rather is related to an unrelated development. The Project evaluated in the DEIR includes four proposed warehouse buildings, each of which would be smaller than the maximum 250,000 s.f. limit specified by the City's Municipal Code, and would comply with the distance requirements from sensitive receptors set forth therein, as well as the OVNSP itself. As this comment is unrelated to the proposed Project or its significant environmental effects, no revision to the DEIR is warranted pursuant to this comment.

P-10 The commenter again makes reference to an unrelated development, urges the City to decline to approve the Project due to its significant and unavoidable environmental effects, and requests that the Project be redesigned with a much lower development intensity. This comment is acknowledged, but as this comment does not identify any deficiencies in the DEIR's analysis of potential environmental effects, no revision to the DEIR is warranted pursuant to this comment. Furthermore, the commenter is referred to DEIR Table 6-1, which shows that buildout of the Project site based on the site's existing General Plan land use designations would result in up to 1,374,754 s.f. of warehouse building area, whereas the Project's proposed warehouse would include only 982,232 s.f. of building area, representing a reduction in development intensity by approximately 392,522 s.f. (a reduction in building area of approximately 28.6%). The commenter's objection to the proposed Project is acknowledged, and will be considered by the City of Calimesa Planning Commission and City Council during their deliberations over whether to approve, approve with conditions, or deny approval of the proposed Project.

Comment Letter Q

To Calimesa City Council & Planning Commission:

In the EIR for the Oak Valley North Project there are 3 areas that cannot be mitigated below the level of "Significant and unavoidable direct and cumulatively-considerable impacts". (1) Air Quality, (2) Greenhouse Gas Emissions, and (3) Transportation. This is of great concern to residents in the senior communities and school in the surrounding areas of this project. We are sensitive receptors and should be protected from these significant levels of poor air quality, greenhouse gas emissions and the increased truck traffic and noise.

If Calimesa City Council and Planning Commission moves forward with this project despite the EIR findings, I would like to know how they can ignore these "Significant impacts" to the citizens of their community? By moving forward with this project the counsel will be trading our health for profit. Growth is inevitable but growing at the expense of the citizens is irresponsible. Adding more warehouses does not add services to help and serve our communities. This is not living up to Calimesa's Mission statement! Q-1

The EIR says that with mitigations, the water run off impact is "below the level of significant". It is of concern that run off from trucks (oils and gasoline, etc.) could filter into our aquifer which is directly below this proposed project. The level of this project will be 40+ feet closer to that aquifer. This aquifer is the source for our wells in the Sharondale Community. What is the plan if the aquifer becomes contaminated? Q-2

The EIR discusses some of the possible wildlife; Burrowing Owl, Bats, and Fairy Shrimp, etc., that may be affected by the grading of the land for this project. However, there is no mention of any mitigations for disturbed snake dens that will cause rattle snakes etc. to migrate into the surrounding senior communities and school. What mitigations are going to be put into place to protect these surrounding areas from the increased danger of poisonous snakes? Q-3

One of the mitigations for noise, etc. discusses the use of "Screen Walls" to reduce noise. How is this going to, supposedly, reduce noise? Q-4

While we are looking only at the EIR Air Quality for this project, there has been an explosion of warehouses being built in this area. While techniquely not in Q-5

the City of Calimesa, they are directly next to the city borders. Some of these are operational but most are just being built and some are yet to be put into use. The Air Quality once all of these projected warehouses are operational is of great concern. Does this EIR, or the City Council know the overall impact on our Air Quality once all of these warehouses are operational?

Q-5 (CONT.)

In all good consciousness, how can the Calimesa City Council and Planning Commission look at endangering sensitive receptors, seniors and children's health and welfare? Would any of you move your parents or children into an area that has "Significant and unavoidable direct and cumulative-considerable impacts" on Air Quality, Greenhouse Gas Emissions, and increased Truck Traffic, noise, and pollution?

Q-6

I am asking that the City Council and Planning Commission make its' residence a priority. Growth is important but not at the expense of the health of the community. Responsible growth is needed to protect the communities' health and welfare, while providing growth of service for the community and not just for city profit!

Q-7

Debra Le Long

9695 Rosedale Dr.

Calimesa, Ca. 92320

Letter Q Responses to Comments from Debra Le Long

Q-1 The commenter expresses concerns regarding the Project's significant and unavoidable air quality, greenhouse gas (GHG) emissions, transportation, and noise impacts on citizens, especially residents in senior communities, and schools. While the commenter is correct that the Project would result in significant and unavoidable impacts due to air quality emissions, GHG emissions, and due to Vehicle Miles Traveled (VMT), it is important to note that these impacts would represent regional and global impacts, and would not result in any localized impacts to nearby residents, such as the sensitive receptors referenced by this comment. Rather, the DEIR demonstrates that the Project's localized impacts to air quality, land use/planning, hazards/hazardous materials, and noise all would be less than significant following the implementation of mitigation measures, specifically including all health risk impacts. The commenter's objection to the Project is acknowledged, and will be considered by the City of Calimesa Planning Commission and City Council during their deliberations over whether to approve, approve with conditions, or deny approval of the proposed Project.

Q-2 The commenter raises concerns about the potential for runoff from trucks to filter into the aquifer below the Project site and questions if there is a plan if the aquifer becomes contaminated. The commenter is referred to Subsection 4.10, *Hydrology and Water Quality*, which provides an in-depth description of the Project's water quality infrastructure. As noted therein, with buildout of the Project as proposed, the entire site would be covered with impervious surfaces, with exception of areas that would include ornamental landscaping and along proposed slopes. All runoff that would be generated on the portions of the Project site proposed for development with warehouse uses would be routed directly to underground modular wetland system (MWS) vaults and underground detention systems, which would detain runoff and reduce pollutants of concern, including oil/grease, in Project runoff prior to discharge into downstream facilities. Thus, prior to any site runoff infiltrating into the groundwater table, the site runoff would be fully detained and subjected to water quality treatment such that all pollutants of concern would be removed from site runoff. DEIR Subsection 4.10 includes an extensive discussion and analysis of potential impacts to groundwater quality under the analysis of Threshold a. Accordingly, it is concluded that the Project has been designed in such a way as to preclude potential water quality impacts affecting the groundwater table. As this comment does not identify any deficiencies with the analysis presented in the DEIR, no revision to the DEIR is warranted pursuant to this comment.

Q-3 The commenter cites the findings of the DEIR with respect to biological resources, and expresses a concern over increased rattlesnake danger that could result from disturbing snake dens on the Project site. There is no evidence in the record indicating the Project site contains a significant or unusually high amount of rattlesnakes, such that disturbing the site would produce movement of rattlesnakes that would not occur from any construction activity in the region. In fact, no rattlesnakes were observed during the biological surveys of the Project site. Nonetheless, rattlesnake movement would be effectively limited by silt fencing required during construction. Based on the foregoing, the City has determined that there would be a less than significant impact from movement, if any, of rattlesnakes off of the Project site as a result of the development of the Project.

Q-4 The commenter asks how screen walls would reduce noise. As noted on p. 4.13-3 of the DEIR: "A large object or barrier in the path between a noise source and a receiver can substantially attenuate noise levels at the receiver. The amount of attenuation provided by shielding depends on the size of the object and the frequency content of the noise source." As noted in Subsection 2.5 of the Project's Noise Impact Analysis ("NIA"; DEIR *Technical Appendix N*), "Effective noise barriers can reduce noise levels by 10 to 15 dBA, cutting the loudness of traffic noise in half. A noise barrier is most effective when placed close to the noise source or receiver. Noise barriers, however, do have limitations. For a noise barrier to work, it must block the line-of-sight path of sound from the noise source." As indicated in DEIR subsection 3.5.5, each of the Project's Development Plan Review (DPR) and Conditional Use Permit (CUP) applications have been designed to accommodate minimum noise attenuation walls surrounding the truck docking courts that would range in height from 8-12 feet. The proposed noise attenuation walls would be constructed without any holes within the wall, except at the entrances to the proposed truck docking courts. The Project's NIA fully accounts for the Project's proposed noise attenuation walls, inclusive of the openings in the wall for gates as needed to facilitate access to the truck courts. As demonstrated in the operational noise impact analysis presented in DEIR Subsection 4.13, *Noise*, long-term operational activities associated with the Project would not expose any existing or future sensitive receptors to noise levels exceeding the City of Calimesa noise ordinance standards. As this comment does not identify any deficiencies with the analysis presented in the DEIR's analysis of potential operational noise impacts, no revision to the DEIR is warranted pursuant to this comment.

Q-5 The commenter raises concerns regarding the impact on air quality once nearby warehouses are operational. The potential for the Project to result in potentially cumulatively-considerable localized air quality and health risk impacts potentially affecting the surrounding community are evaluated in detail in the DEIR. The DEIR substantiates that the Project would not result in any significant localized health risk impacts. Specifically, the DEIR provided the following findings, which are not affected by this comment:

- The DEIR substantiates that Project construction-source criteria air pollutants would not exceed applicable regional or localized thresholds and would therefore be less-than-significant (DEIR, pp. 4.3-59 – 4.3-61, DEIR p. 4.3-67, et. al). Project construction-source criteria air pollutant emissions would therefore not result in localized impacts that could adversely affect surrounding communities on either a direct or cumulatively-considerable basis.

- The DEIR substantiates that certain operational-source criteria pollutant emissions (PM_{10} and $PM_{2.5}$ only) would exceed localized thresholds and would therefore be potentially significant (DEIR pp. 4.3-68, 4.3-69). Collectively, DEIR Mitigation Measures MM 4.3-1 through MM 4.3.8 would reduce this impact to levels that would be less-than-significant (DEIR, pp. 4.3-96, 4.3-97). As mitigated, Project operational-source emissions would not result in localized impacts that could adversely affect surrounding communities on either a direct or cumulatively-considerable basis.

- The DEIR substantiates that Project-source air pollutants, individually and cumulatively, would not exceed any applicable health risk thresholds and would therefore be less-than-significant (DEIR pp. 4.3-74 – 4.3-87, et. al). Accordingly, no mitigation is required for health risk impacts. Project air pollutant emissions would therefore not result in cumulatively-considerable health risk impacts that could adversely affect surrounding communities.

Please refer also to discussions of localized air pollutant emissions impacts and health risk impacts presented at DEIR pp. 4.3-42 through 4.3-56 and pp. 4.3-67 through 4.3-79. Detailed discussions and modeling of localized air pollutant emissions impacts is presented in Appendix C to the Project's Air Quality Impact Analysis ("AQIA"; DEIR *Technical Appendix C*). Detailed discussions and modeling of health risk impacts is presented in Appendix D to the Project's HRA (DEIR *Technical Appendix D*).

Based on the preceding, substantial evidence presented in the DEIR, and the whole record before the City of Calimesa, the DEIR adequately and accurately evaluates the Project's potential health risk impacts, including the Project's potential to result in cumulatively-considerable air quality or health risk impacts. The DEIR substantiates that Project-source air pollutant emissions, both individually and cumulatively would not result in any significant health risk impacts affecting either future residential receptors on site or sensitive receptors in the surrounding community. Accordingly, no revision to the DEIR is warranted pursuant to this comment.

Q-6 The commenter asserts that the proposed Project would result in localized impacts affecting sensitive receptors, including seniors and children, and expresses opposition to the Project and the Project's less-than-significant noise impacts and the Project's significant and unavoidable impacts to air quality and due to GHGs. Environmental effects associated with the Project's localized impacts to sensitive receptors were fully evaluated in the DEIR, which found that localized air quality, hazards/hazardous materials, land use/planning, noise, and lighting impacts would be less than significant with implementation of the regulatory requirements and mitigation measures specified by the DEIR. Thus, the commenter's assertion that the Project would significantly and adversely affect nearby sensitive receptors is incorrect. Notwithstanding, the commenter's objection to the proposed Project is acknowledged, and the commenter's concerns will be considered by the Planning Commission and City Council during their deliberations on whether to approve, conditionally approve, or deny approval of the proposed Project. No further response is necessary.

Q-7 The commenter makes concluding remarks and generally expresses opposition to the Project and the Project's potential localized effects. This comment is acknowledged. The Planning Commission and City Council will consider the commenter's objections to the proposed Project as part of their deliberations over whether to approve, conditionally approve, or deny approval of the proposed Project. No further response is necessary.

Comment Letter R

Subject: FW: Warehouse on Calimesa Blvd.
Date: Monday, May 6, 2024 10:14:38 AM

From: Donna Littlefield <littlefielddonna@icloud.com>
Date: May 3, 2024 at 3:07:31 PM PDT
To: Kelly Lucia <klucia@cityofcalimesa.net>
Subject: Warehouse on Calimesa Blvd.

Please do not allow this to happen to our great city! The traffic is already bad at times and the other warehouse has not even opened. I live right off of Calimesa Blvd and have been here 28 years and have supported this city during this time. We don't need any more warehouses. Please!
Thank you,
Donna Littlefield
Sent from my iPhone

R-1

Letter R Responses to Comments from Donna Littlefield

R-1 The commenter expresses opposition to the proposed Project based on concerns related to traffic generated by the proposed Project and the cumulative effects associated with other recently constructed warehouses near the Project site. With respect to the Project's potential to cause or contribute to traffic congestion, pursuant to CEQA Guidelines Section 15064.3(a), "…a project's effect on automobile delay shall not constitute a significant environmental impact." As such, the Project's potential contribution to traffic congestion in the local area does not comprise a significant impact under CEQA. Notwithstanding, a Traffic Analysis (TA) was prepared for the Project (refer to DEIR *Technical Appendix P*), which demonstrates that with implementation of improvements and payment of fees and fair-share contributions, all study area intersections would operate at an acceptable Level of Service (LOS) D or better. As this comment does not identify any deficiencies with the DEIR, no revisions to the DEIR are required. The Planning Commission and City Council will consider the commenter's objections to the proposed Project as part of their deliberations over whether to approve, conditionally approve, or deny approval of the proposed Project. No further response is necessary.

Comment Letter S

OBJECTIONS TO OAK VALLEY
NORTH PROJECT DRAFT EIR

5-4-24

CALIMESA PLANNING DEPARTMENT
908 PARK AVENUE
CALIMESA, CA. 92320

ATTN: KELLY LUCIA

RE: SIGNIFICANT NEGATIVE PROJECT
IMPACTS AND EFFECTS

CITY OF CALIMESA
MAY 06 2024
RECEIVED

JAMES WRIGHT
10320 CALIMESA BLVD #4
CALIMESA, CA. 92320

DEAR KELLY,

THIS RESPONSE IS IN CONJUNCTION WITH MY PREVIOUS OBJECTIONS TO OAK VALLEY NORTH PROJECT DATED: 1-6-23 AND 8-25-23 THAT HIGHLIGHT MY OBJECTIONS WITHIN THE BODY OF THE PAGES I HAVE SUBMITTED DESCRIBING SIGNIFICANT NEGATIVE AND UNAVOIDABLE PROJECT OPERATIONAL ACTIVITY IMPACTS THEATENING THE LIVES OF THE COMMUNITIES OF RANCHO CALIMESA, SHARONDALE, JP RANCH, SINGLETON HEIGHTS AND PLANTATION ON THE LAKE AND THEIR FAMILIES YOUNG AND OLD.

AND THAT BIRTCHER DEVELOPMENT KNEW OR SHOULD HAVE KNOWN THAT THE PROPOSED PROJECT WAS IN CLOSE PROXIMITY TO RANCHO CALIMESA AND SHARONDALE MOBILE HOME PARKS FILLED WITH RETIRED SENIOR CITIZEN RESIDENTS, MANY WHO HAVE PRE-EXISTING MEDICAL CONDITIONS THAT WOULD BE EXACERBATED BY THE PROJECT

THAT BIRTCHER KNEW OR SHOULD HAVE KNOWN THEIR PROJECT IS DETRIMENTAL TO THE SENIORS AND SENSITIVE RECEPTORS CONVALESCING IN THEIR COMMUNITIES IN WHICH THE STATE OF CALIFORNIA HAS DEEMED SENSITIVE LAND USE WITH MANY RESIDENTS PROTECTED BY THE AMERICANS WITH DISABILITIES ACT.

THAT THESE AND OTHER RESIDENTS ARE A PROTECTED CLASS UNDER THE U.S. CONSTITTUTION AND THE STATE OF CALIFORNIA CONSTITUTION WITH THE LIBERTY TO PURSUE HAPPINESS AND THE ENJOYMENT OF RIGHTS THAT ARE ENJOYED BY OTHERS IN SOCIETY AND ENTITLED TO MOVE ABOUT FREELY WITHOUT INTERFERENCE AND HARM FROM THE OAK VALLEY NORTH PROJECT.

S-1

THAT ON TUESDAY JUNE 20, 2023 AT THE RANCHO CALIMESA COMMUNITY CLUBHOUSE BIRTCHER DEVELOPMENT AGENTS LINDSEY MANSKER AND SCOTT MULKAY GAVE A PRESENTATION IN FRONT OF A PACKED CLUBHOUSE OF RESIDENTS WHEN I ASKED SCOTT MULKAY, THIS IMPORTANT QUESTION:

I ASKED HIM IF DURING BIRTCHER PROJECT OPERATIONS, A LIABILITY OCCURS, WOULD BURTCHER DEVELOPMENT EXCEPT RESPONSIBILITY AND BE ACCOUNTABLE? HE SAID THEY WOULD NOT (NO).

THE CITY COUNCIL NEEDS TO PROTECT OUR INNOCENT RESIDENTS FROM THIS DISRESPECTFUL, REPREHENSIBLE ATTITUDE, BECAUSE IT SHOWS EVERYONE RECKLESS CONDUCT FROM BIRTCHER DEVELOPMENT LEGACY REAL ESTATE

S-2

BIRTCHER DEVELOPMENT AND ITS AGENTS KNEW OR SHOULD HAVE KNOWN THEIR PROJECTS NEGATIVE EFFECTS AND THE SIGNIFICANT AND UNAVOIDABLE DIRECT AND CUMULATIVE-CONSIDERABLE ENVIRONMENTAL IMPACTS WOULD BE DISCLOSED IN THE DRAFT EIR WITH MITIGATION MEASURES THAT ARE INADEQUATE OR NOT GUARANTEED TO REDUCE AIR QUALITY, TRAFFIC, GREENHOUSE GAS EMISSIONS OR ANY OTHER AREA OF CONTROVERSY,. THEY KNOW IF THEY CANT MITIGATE THESE IMPACTS TO LESS THAN SIGNIFICANT:

S-3

IT IS REQUIRED THAT THE DECISION MAKER BODY APPROVE A STATEMENT OF OVERIDING CONSIDERATION THAT TELLS THE PUBLIC EVEN THOUGH THERE ARE ENVIRONMENTAL IMPACTS THIS IS WHY WE ARE APPROVING IT.

S-4

THE CITY OF CALIMESA HAS RECEIVED ENOUGH LEGITIMATE CONCERN ABOUT THE DANGERS ABOUT THIS PROJECT

AND THE EIRS SHOULD NOT BE CERTIFIED AND BIRTCHER SHOULD NOT GET A FREE PASS BECAUSE THEY CANT OR WONT MITIGATE IMPACTS TO LESS THAN SIGNIFICANT WHEN THEY KNOWINGLY PROPOSED THIS PROJECT SITE BETWEEN TWO SENIOR COMMUNITIES WHERE PEOPLE THINK BIRTCHER DEVELOPMENT OWNS THE CITY OF CALIMESA AND THE CITY COUNCIL WILL VOTE FOR THEIR PROJECT.

S-5

OBJECTIONS

AIR QUALITY

THE PROJECTS TRUCK MOVEMENTS EMISSION SOURCE SHOW THAT EXITING INTERSTATE 10 FROM SANDLEWOOD ONTO CALIMESA BLVD SHOWS IN GREEN THE MONOPOLIZING OF CALIMESA BLVD TO SINGLETON AND SHARONDALE PAST THE PROJECT SITE OF FOUR WAREHOUSES AND 9,000 DIESEL TRUCK PARKING SPACES, PAST THE FRONT ENTRANCE OF RANCHO CALIMESA DOWN TO CHERRY VALLEY BLVD. S-6

THE PROJECT TRAFIC WILL BE STACKED UP WAITING TO GET INTO THE PROJECT SITE AND IDLE AND SHUTDOWN AND START UP TO MOVE FORWARD TOWARDS THE PROJECT SITE INCHING CLOSER AND IDLE FOR 5 MINUTES AND THIS IS DONE OVER AND OVER 24 HOURS A DAY 365 DAYS A YEAR. S-7

THE EIR STATES THE DIESEL PARTICULATE WILL TRAVEL UP TO 1/4 MILE FROM THE DIESEL EXHAUST BY THE WIND OVER THE COMMUNITIES MENTIONED BEFORE (SEE MY 1-6-23 OPPOSITION LETTER THAT DISCRIBES THIS THREAT FROM CALIFORNIA AIR RESOURCES BOARD AND SOUTHCOAST AIR QUALITY MANAGEMENT DISTRICT.

ALSO SEE MY 8-25-23 CITY OF RIVERSIDE EIR ON AIR QUALITY ABOUT PARTICULATE DANGERS. S-8

ALSO SEE ATTACHED 9-21-23 PRESS ENTERPRISE NEWSPAPER ARTICLE ABOUT THE **(WAREHOUSE INDIRECT SOURCE RULE)** IN WHICH 1,400 OF THE 2,000 SOUTHERN CALIFORNIA WAREHOUSES ARE IN NON COMPLIANCE OF THIS AND THE CLEAN AIR RULE BY REGULATOR SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT BOARD

SO JUST BECAUSE BIRTCHER PROMISES TO BE A GOOD NEIGHBOR AND FOLLOW THE RULES, SO DID 1,400 OF THE 2,000 WAREHOUSES AND THIS PROJECT IS A DETRIMENT TO THE PEOPLE I AM ADVOCATING FOR BECAUSE THEY WANT TO TRUST THE CITY BUT THINK NO ONE WILL PROTECT THEM BECAUSE OF THE MONEY, POWER AND THE INFLUENCE OF BIRTCHER DEVELOPMENT AND THEIR AGENTS WHO REPRESENT BIRTCHER LEGACY REAL ESTATE. S-9

LAND USE

SEE MY OPPOSITION LETTER OF 1-6-23 IN WHICH I ASK THE CITY OF CALIMESA, CA. TO REJECT THE PROJECT GENERAL PLAN AMENDMENT, MODIFY THE LAND USE ELEMENT, REJECT THE ZONE CHANGE, MODIFY THE CITY ZONING MAP, REJECT THE TENATIVE PARCEL MAP, REJECT THE DEVELOPMENT PLAN REVIEW AND CONDITIONAL USE PERMITS. S-10

TENTATIVELY WITH THE RIGHT TO AMEND, PLANNING AREA ONE 34 ACRES OF OPEN SPACE NATURAL TO THE LEFT SIDE OF RANCHO CALIMESA AND THE REMAINING APPROX 74 ACRES IN PLANNING AREA 2 FOR PARKS AND COMMUNITY RECREATION NEXT TO SHARONDALE.

I ANTICAPATED THE NO DEVELOPMENT ALTERNATIVE (NDA) OVER BIRTCHERS PROJECT BECAUSE IT WAS SELECTED BY THE LEAD AGENCY TO COMPARE THE NEGATIVE, ENVIROMENTAL EFFECTS OF THE PROJECT WITH AN ALTERNATIVE THAT WOULD LEAVE THE PROJECT SITE IN ITS EXISTING CONDITION.

THEN MAYBE IN THE FUTURE TO SHOW THE PUBLIC THAT THE CITY CARES ABOUT THEM AND THEIR FUTURE WITH THEIR LOVED FAMILY MEMBERS THAN THE WAREHOUSE PROJECTS AND ADOPT MY IDEA OF A GREEN SPACE OF 34 ACRES OF OPEN SPACE NATURAL / TRAILS AND 74 ACRES OF COMMUNITY PARKS AND RECREATION WITH A GREEN GRASS AND BLUE SKY DESTINATION TO BE ENJOYED BY THE CITIZENS OF THIS CITY AND TO REBUILD THE TRUST OF THE CITY COUNCIL. S-11

OBJECTIONS

THE USE OF REQUIRED STATEMENT OF OVERRIDING CONSIDERATIONS IS PREJUDICIAL AND DISCRIMINATORY BECAUSE NO PROVISION FOR THE ADVERSE MULTIPLE NEGATIVE EFFECTS WHEN MORE NEGATIVE EFFECTS OUT WEIGH THE PROJECT BENEFITS.

THERE HAS TO BE THE SAME LEVEL OF FAIRNESS WHEN THE DECISIONS ARE MADE ABLE UNMITAGATED IMPACT DECISIONS THAT ARE SO IMPORTANT IN THE PUBLICS LIVES.

S-12

OPPOSITION TO OAK
VALLEY NORTH PROJECT

1-6-23

CALIMESA PLANNING DEPARTMENT
908 PARK AVENUE
(MESA, CA. 92320

JAMES WRIGHT
10320 CALIMESA BLVD #4
CALIMESA, CA. 92320

RECEIVED
JAN 10 2023
CITY OF CALIMESA

ATTN: KELLY LUCIA

RE: SIGNIFICANT PROJECT IMPACTS

DEAR KELLY,

NO ONE CAME TO CALIMESA TO LIVE NEXT TO WAREHOUSES. THEY CAME TO CALIMESA TO RAISE THEIR FAMILIES OR RETIRE AND ENJOY THE SCENIC VIEWS AND PLANT AND WILDLIFE AND BREATHE UNPOLLUTED AIR IN PEACE AND QUIET AND THE CITY NEEDS TO ALLOW THIS THROUGH SENSITIVE LAND USE PLANNING.

AND THE COMMUNITIES OF RANCHO CALIMESA AND SHARONDALE WOULD BE NEGATIVELY IMPACTED BY OAK VALLEY NORTH PROJECT. THE PEOPLE THERE ARE VULNERABLE TO IMPACT HEALTH EFFECTS OF WAREHOUSE OPERATIONS LIKE PROJECT DIESEL TRUCK TRAFFIC POLLUTION AND OTHER OBVIOUS AND REASONABLY AND FORESEEABLE DANGERS AND RISKS TO THEIR PERSONAL HEALTH, SAFETY AND WELFARE IN A UNTENABLE SITUATION.

HERE ARE THE SIGNIFICANT PROJECT RELATED IMPACTS OF THE OAK VALLEY NORTH PROJECT.

AIR QUALITY
BLACKS LAW DICTIONARY SAYS:
AIR POLLUTION. ENVIRONMENTAL LAW. 1. ANY HARMFUL SUBSTANCE-OR ENERGY EMITTED DIRECTLY OR INDIRECTLY INTO THE AIR, ESP. IF THE HARM IS TO THE ENVIRONMENT OR TO THE PUBLIC HEALTH OR WELFARE; CONTAMINATES IN THE ATMOSPHERE.

S-13

(..S POLLUTER AND OLDER DIESEL TRUCKS ARE INHERENTLY DANGEROUS BECAUSE OF HIGH MILAGE, AND DAMAGE FROM WEAR AND TEAR FROM CONTINUAL USE AND LACK OF PROPER MAINTENANCE PUTS DANGEROUS LEAKING OILS AND GREASE AND BRAKE DUST AND NEGATIVE ENERGY IN THE FORM OF DANGEROUS DIESEL EXHAUST PARTICULATE EMISSIONS THAT GRAVITY PULLS DOWN AND SETTLES ON THE GROUND AND THEN IT ACCUMULATES UNDER THE TRUCKS DURING PROJECT OPERATIONS OR JUST SITTING IN A PARKING LOT.

THESE FLUIDS ON THE GROUND DRY AND TURN INTO DUST (FUGITIVE DUST) THAT OUR RESIDENTS AND SENSITIVE RECEPTORS BREATHE INTO THEIR LUNGS WHEN BLOWN INTO THE AIR. THIS (FUGITIVE DUST) IS A CUMULATIVE DANGEROUS THREAT THAT IS GENERATED BY PROJECT OPERATIONS.

IN MY ADDRESS TO THE RIVERSIDE BOARD OF SUPERVISORS, I EXPLAIN THAT TECHNICALLY, EACH DIESEL TRUCK WITH A TRAILER INBOUND TO THE WAREHOUSE, (IS THE PROJECT) WITH ITS CONTENTS AND THE TOXIC POLLUTION GENERATED BY THE (PROJECT) IS ENVIRONMENTAL AND DETRIMENTAL TO RESIDENTS OF RANCHO CALIMESA AND SHARONDALE AND THEIR HEALTH, SAFETY, WELFARE AND FUTURE QUALITY OF LIFE.

ATTACHED TO THIS PACKET IS A RIVERSIDE AIR QUALITY DIESEL EXHAUST PARTICULATE POLLUTANT EIR. IT DOCUMENTS THE DANGEROUS ACUTE AND CHRONIC ADVERSE HEALTH EFFECTS FROM TOXIC AIR CONTAMINATES AND THE STATE OF CALIFORNIA LISTED DIESEL EXHAUST AS A KNOWN CARCINOGEN UNDER ITS SAFE DRINKING WATER AND TOXIC ENFORCEMENT ACT (PROPOSITION 65).

ALSO THE CALIFORNIA AIR RESOURCES BOARD LISTED DIESEL PARTICULATE AS A TOXIC CONTAMINATE.

THIS ANALYSIS OF THE AIR QUALITY IMPACTS USES SCIENCE METHODOLOGIES PRESCRIBED BY SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT (SCAQMD) TO DISCRIBE THE NEGATIVE AIR QUALITY IMPACTS THAT RESULT FROM PROJECT DIESEL ENGINE TRAFFIC DURING WAREHOUSE OPERATIONS.

.. DAYS, DIESEL PARTICULATE CAN REMAIN AIRBORNE FOR UP TO (10 DAYS) AND REMAIN A AIR QUALITY

1

PROBLEM FOR SOME TIME AFTER BEING EMITTED.

THIS PROBLEM SHOWS THE DETRIMENTAL IMPACT EFFECTS OF DIESEL TRUCK TRAFFIC HAULING (THE PROJECT) WAREHOUSE CONTENTS, LINING UP AND DOWN INTERSTATE 10, THE ON AND OFF RAMPS, ON CHERRY VALLEY AND CALIMESA BLVDS AND SINGLETON RD.

EACH TRUCK TRAILER, WAITING IN LINE ONE AFTER ANOTHER IDLING AND SPEWING TOXIC FUMES INTO THE THE SURROUNDING AIR THAT RANCHO CALIMESA AND SHARENDALE RESIDENTS BREATHE AND PUTS THEIR LIVES IN DANGER WITH EXHAUST EMISSIONS OF ROG, NOX AND CARBON MONOXIDE (REMAIN IN THE AIR FOR UP TO 10 DAYS) AND WITH WAREHOUSE OPERATIONS 24/7 IS A PRESENT AND FUTURE DANGER IF CONTINUED, TO OUR SENSITIVE RECEPTORS.

AND THE MITIGATION MONITORING AND REPORTING PROGRAM DOES NOT WORK BECAUSE IT DEPENDS ON JUST TRUST THAT CONSTRUCTION AND DIESEL TRUCK TRAILERS (THE PROJECT) ARE PROPERLY MAINTAINED AND OPERATED.

EVEN IF EACH DIESEL TRUCK HAULING A HEAVY LOAD OF PROJECT CONTENTS AND QUEUE ON INTERSTATE 10 THE ON AND OFF RAMPS OR SURROUNDING RANCHO CALIMESA AND SHARONDALE ON CHERRY VALLEY BLVD, CALIMESA BLVD OR SINGLETON RD. EVEN AS EACH DRIVER WAITS TO MOVE FORWARD AFTER (5 MIN) AND TURNING OFF THE IGNITION, WHEN THEY TURN THEIR TRUCKS IGNITION BACK ON, AS THEY STEP ON THE ACCELERATOR EACH TRUCK AGAIN AND AGAIN SPEWS TOXIC DIESEL PARTICULATE INTO THE AIR OVER AND OVER EVERY DAY AND NIGHT 24/7 ALL YEAR LONG.

OUR RESIDENTS DESERVE BETTER AND HAVE AN INHERENT RIGHT TO BE PROTECTED FROM THIS KIND OF DANGER AND THERE IS NO JUSTIFICATION TO EXPOSE OUR TAX PAYING CITIZENS AND THEIR FAMILY TO THE RISKS OF WAREHOUSE OPERATIONS.

LAND USE
IT IS VITAL FOR CALIMESA'S FUTURE AS A DISTINCT COMMUNITY WITH AN IDENTITY THAT PRESERVES A SMALL TOWN RURAL ATMOSPHERE AND AS A COMMUNITY THAT IS DEDICATED TO PROTECTING HEALTH AND SAFETY OF ITS RESIDENTS YOUNG AND OLD FROM FUTURE ENVIRONMENTAL THREATS AND DANGERS FROM MEGA WAREHOUSE OPERATIONS.

THE RESIDENTS ARE AGAINST THE WAREHOUSES INTRUDING INTO THEIR LIVES AND THE CITY NEEDS TO LISTEN TO THE ISSUES THAT ARE IMPORTANT TO THEM AND SHOW THEM THAT THEY AND THEIR LOVED ONES ARE MORE IMPORTANT THAN THE WAREHOUSES.

THEY HAVE A RIGHT TO BE PROTECTED FROM DANGERS AND NOT TO CAUGHT UP IN A VICIOUS CYCLE OF REGRET AND MISTRUST OF CITY GOVERNMENT.

IT WAS A MISTAKE TO PUT OAK VALLEY NORTH PROJECT FORWARD AS IT ONLY BENEFITS THE DEVELOPERS AT THE CITY AT THE EXPENSE OF OUR CITIZENS. WHO EVER PUSHED THIS PROJECT KNEW OR SHOULD HAVE KNOWN IT WAS SELFISH AND UNFAIR TO OUR RESIDENTS.

COMMUNITY PARTICIPATION AND FEEDBACK REGARDING PRESENT AND FUTURE DEVELOPMENT IN CALIMESA AND ISSUES IMPORTANT TO OUR RESIDENTS WITH THEIR LOVED ONES YOUNG AND OLD IS GOOD HEALTH, SAFETY AND A CITY THAT HONORS ITS COMMUNITY WITH ITS BEAUTIFUL NATURAL SETTING THROUGH OPEN SPACE PRESERVATION, WILDLIFE CORRIDORS, AND EXTENSIVE TRAIL SYSTEMS AS WELL AS ENRICHING THE HEALTH AND QUALITY OF LIFE FOR CALIMESA THROUGH SENSITIVE PLANNING. THEY WANT HEALTH AND THE BEAUTY OF OUR CREATOR.

THE MAIN OBJECTIVE IS TO BE WAREHOUSE FREE AND TO REPLACE THE WAREHOUSES WITH PARKS AND OPEN SPACE.

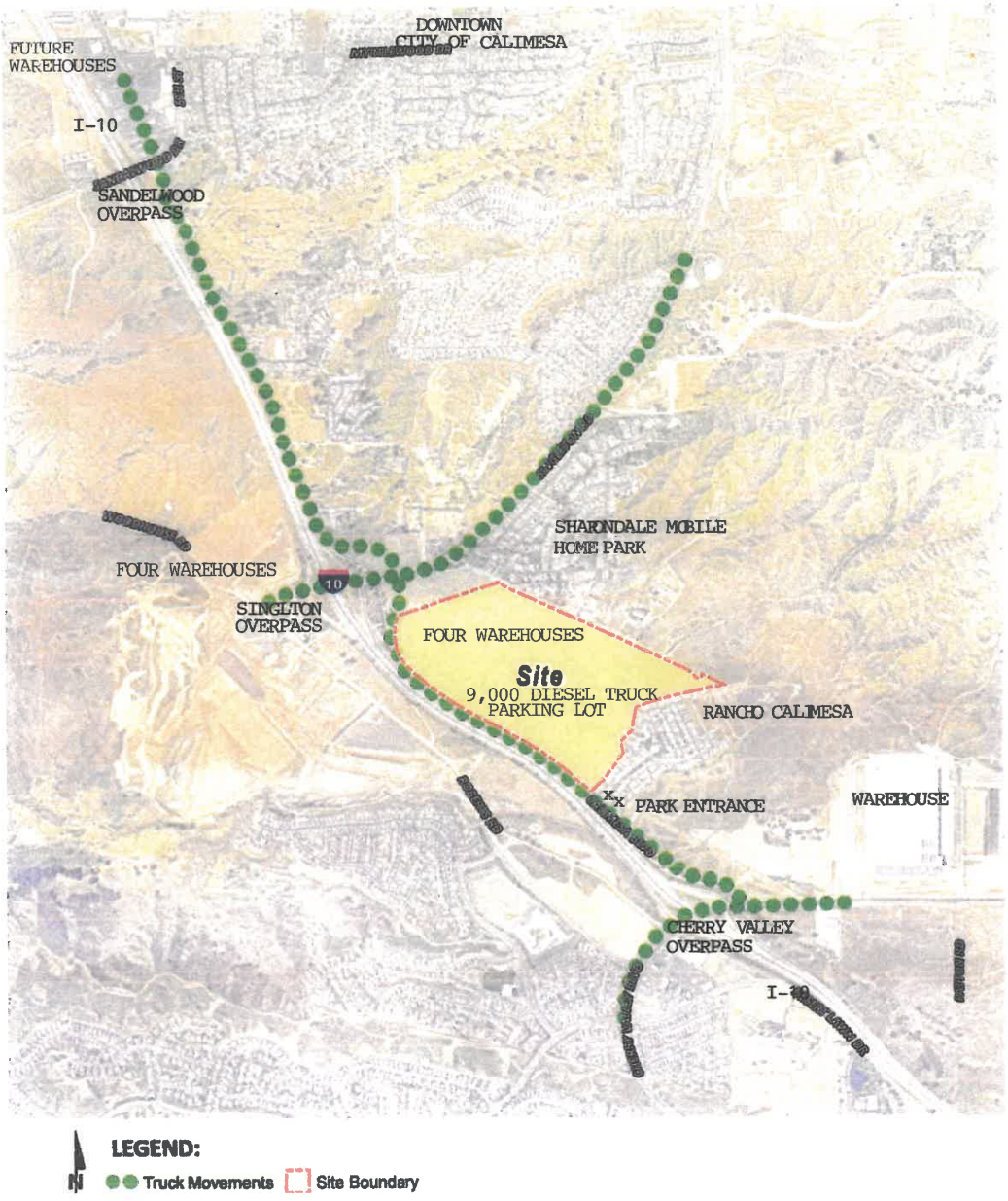
THIS CAN BE DONE THROUGH THE SELECTION AND PLACEMENT OF LAND USES PRESERVING THE DESIRED SMALL TOWN CHARACTERISTICS OF CALIMESA BY PRESERVING THE NATURAL CHARACTER AND VISUAL QUALITY OF CALIMESA'S HILLSIDES AND SCENIC VIEWS AND NATURE THROUGH PARKS AND OPEN SPACE FOR OUR RESIDEN

S-13
(CONT.)

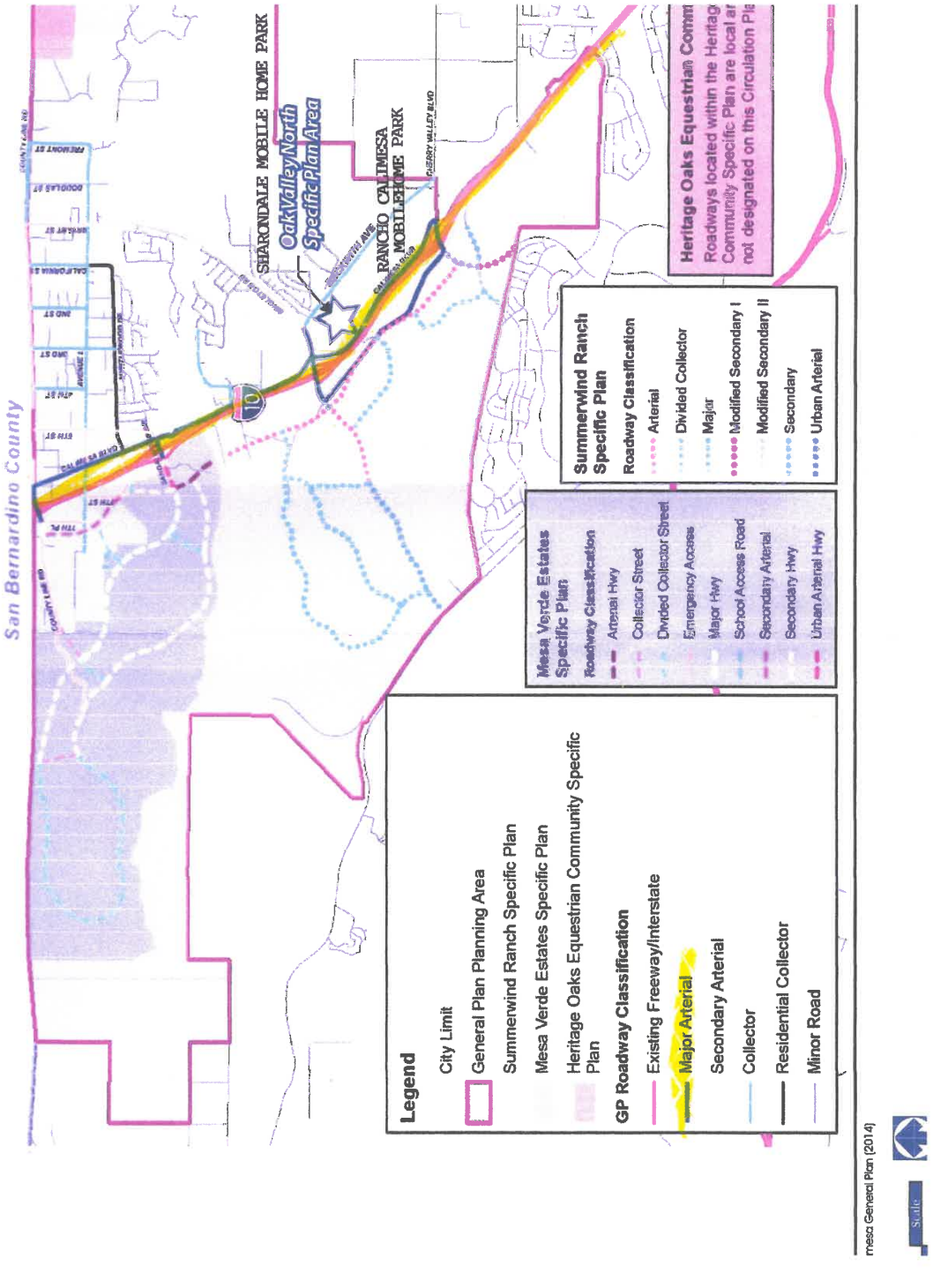
2

Oak Valley North
Environmental Impact Report
4.3 Air Quality

Figure 4.3-14 Modeled Off-Site Emission Sources



S-13 (CONT.)


SHARONDALE MOBILE HOME PARK
Oak Valley North Specific Plan Area
RANCHO CALIMESA MOBILE HOME PARK
San Bernardino County
10
Legend
City Limit
General Plan Planning Area
Summerwind Ranch Specific Plan
Mesa Verde Estates Specific Plan
Heritage Oaks Equestrian Community Specific Plan
GP Roadway Classification
Existing Freeway/Interstate
Major Arterial
Secondary Arterial
Collector
Residential Collector
Minor Road
Mesa Verde Estates Specific Plan
Roadway Classification
Arterial Hwy
Collector Street
Divided Collector Street
Emergency Access
Major Hwy
School Access Road
Secondary Arterial
Secondary Hwy
Urban Arterial Hwy
Summerwind Ranch Specific Plan
Roadway Classification
Arterial
Divided Collector
Major
Modified Secondary I
Modified Secondary II
Secondary
Urban Arterial
Heritage Oaks Equestrian Comm
Roadways located within the Heritag
Community Specific Plan are local ar
not designated on this Circulation Pla
mesa General Plan (2014)
State

S-13
(CONT.)

1-15-24

REGULATORS SAY 1400 OF 2000 WAREHOUSES
VIOLATING AIR QUALITY PROTECTION RULES

CALIMESA PLANNING DEPARTMENT
908 PARK AVENUE
CALIMESA, CA. 92320

JAMES WRIGHT
10320 CALIMESA BLVD #4
CALIMESA, CA. 92320

ATTN: KELLY LUCIA

RE: HOLDING WAREHOUSES ACCOUNTABLE FOR
NON COMPLIANCE OF THE CLEAN AIR RULE
AT $11,710.00 PER DAY.

DEAR KELLY,

ATTACHED TO THIS PRESENTATION IS A PRESS-ENTERPRIZE NEWSPAPER ARTICLE APPEARING IN THE 9-21-23 EDITION SERVING RIVERSIDE AND SURROUNDING COUNTIES DESCRIBING MORE THAN HALF OF THE WAREHOUSES HERE IN SOUTHERN CALIFORNIA ARE NEGLIGENT IN THEIR REQUIRED COMPLIANCE OF THE STATES CLEAN AIR RULE.

REGULATORS AT SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT ENACTED THE (**WAREHOUSE INDIRECT SOURCE RULE**) IN MAY 2021, TO PROTECT OUR CITIZENS FROM THE DANGEROUS DIESEL EXHAUST PARTICULATE EMITTED FROM PROJECT DIESEL TRUCKS TRANSPORTING CONTENTS FROM THE PORTS TO THE WAREHOUSES.

AS YOU KNOW I HAVE ASSERTED FOR YEARS THAT THE NEGATIVE ASPECTS OF THE WAREHOUSE OPERATIONAL PROJECT TRAFFIC, POSE A CONCENTRATED THREAT TO TAX PAYING RESIDENTS, THEIR CHILDREN AND ELDERLY SENSITIVE RECEPTORS WHO HAVE THE CONSTITUTIONAL RIGHTS TO LIVE, TO BREATH CLEAN AIR AND TO MOVE ABOUT FREELY, AND EXPECT FEDERAL, STATE, COUNTY AND CITY OFFICIALS TO RESPECT AND PROTECT THEM.

AND I HAVE EXPLAINED ON THE RECORD, THAT TECHNICALLY, EACH DIESEL TRUCK WITH A TRAILER INBOUND TO EACH WAREHOUSE, (IS THE PROJECT) WITH ITS CONTENTS AND THE (TOXIC POLLUTION) GENERATED BY (THE PROJECT) IS ENVIRONMENTAL AND DETRIMENTAL TO THE RESIDENTS OF RANCHO CALIMESA, SHARONDALE AND JP RANCH, SINGLETON HEIGHTS AND PLANTATION ON THE LAKE YOUNG AND OLD, THEIR HEALTH, SAFETY, WELFARE AND FUTURE QUALITY OF LIFE.

REGULATORS SAY 1400 OF 2000 WAREHOUSES HAVE VIOLATED AIR QUALITY PROTECTION RULES, HOLDING THE WAREHOUSE OWNERS AND OPERATORS ACCOUNTABLE FOR NON COMPLIANCE AT $11,710.00 A DAY.

BY SPOT LIGHTING AND ANNOUNCING A CRACKDOWN, VIOLATORS OF THE (**WAREHOUSE INDIRECT SOURCE RULE**) IT SHOWS THAT IT IS NOT SPECULATION, BUT EVIDENTIARY FACT THAT THIS IS ACTUALLY HAPPENING BY EXISTING WAREHOUSES, DESPITE PROMISES TO COMPLY, APPARENTLY FOR TWO YEARS, THERE IS NO EXCUSE FOR NEGLIGENTLY PUTTING SOUTHERN CALIFORNIA CITIZENS LIVES AND HEALTH AT RISK.

THANK-YOU OFFICIALS ON THE SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT BOARD FOR ENACTING THE (**WAREHOUSE INDIRECT SOURCE RULE**) AND THUS PROTECTING OUR RESIDENTS CONSTITUTIONAL RIGHTS.

CORDIALLY,

JAMES WRIGHT

S-13
(CONT.)

Local news: Moreno Valley school board fires superintendent, cites confidentiality laws for not explaining why. A3

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Warehouses targeted on air pollution

Regulator announces a crackdown, says over half are not complying with rules

By Jeff Horseman
jhorseman@scng.com

More than half of the Southern California warehouses required to comply with a 2-year-old clean-air rule haven't done so, an air quality regulator said Wednesday in announcing a crackdown on those violating the landmark standard.

Elected officials on the South Coast Air Quality Management District board voted in May 2021 to enact the Warehouse Indirect Source Rule, which seeks to clear Southern California skies of diesel exhaust from trucks ferrying goods from ports to warehouses.

Diesel emissions are linked to cancer, asthma and other health problems in a region notorious for poor air quality. Low-income and predominantly non-White communities near warehouses are especially hard hit, according to environmental justice advocates and air quality district officials.

While environmentalists lauded the rule, business groups feared it would cost jobs and stifle a robust and vital sector of Southern California's economy. A district analysis found it could cost as much as $979 million to implement the rule and that 11,100 jobs from 2022 to 2031 potentially won't be created as warehouses switch to clean-emission technologies.

At the same time, district officials said the rule will cut nitrogen oxide emissions by 1½ to 3 tons a day, or 10% to 15% by 2031, save 150 to 300 lives and result in 2,500 to 5,800 fewer asthma attacks, 9,000 to 20,000 fewer work loss days, and public health benefits worth $1.2 billion to $2.7 billion.

The rule, which applies to warehouses greater than 100,000 square feet, sets up a system in which warehouses choose from a menu of options — installing rooftop solar panels and using zero-emission or near-zero emission trucks, for example — to score a required number of annual points based on calculations involving the number of truck trips a warehouse generates.

WAREHOUSES » PAGE 16

Pride becomes protest for Temecula student

UN climate talks push against big polluters

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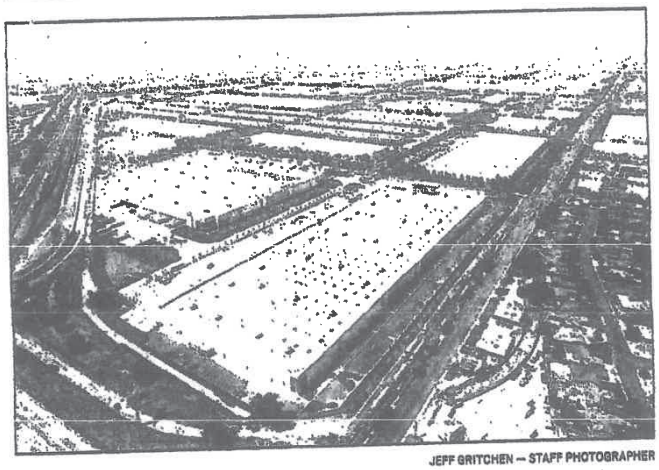
(CONT.)

18 | NEWS | SOUTHERN CALIFORNIA NEWS GROUP » INLAND EMPIRE



JEFF GRITCHEN — STAFF PHOTOGRAPHER

Warehouses, seen in September 2021, stretch into the horizon looking northwest from the 60 Freeway at Etiwanda Avenue in Jurupa Valley.

Warehouses

FROM PAGE 1

In lieu of earning points, warehouse owners can pay a mitigation fee that's used to buy clean trucks, electric vehicle charging stations and clean fuel infrastructure in communities near the warehouse that paid the fee.

Since the rule's passage, 1,400 of the 2,000 warehouses subject to the rule aren't in compliance, a district news release states. About 55% of the warehouses required to submit reports on what they've done to comply with the rule have not done so, the release states.

Several warehouse owners and groups representing the logistics industry could not be reached Wednesday for comment.

"Time is up for those not complying with our rule," Wayne Nastri, the district's executive officer, said in the release.

"Owners and operators of warehouses have known about these deadlines for two years," Nastri said. "Communities near these facilities deserve to breathe clean air and our enforcement teams will work quickly to ensure that the facilities come into compliance as quickly as possible."

In stepping up enforcement, the agency will first focus on disadvantaged communities, the release states.

A public agency, the district is tasked with protecting air quality in Orange County and urban parts of Los Angeles, Riverside and San Bernardino counties. Roughly 17 million people live within the district's boundaries.

While the rule is the subject of litigation, the district has been implementing it since 2021, district spokesperson Nahal Mogharabi said.

The district this week sent warnings to noncompliant warehouses and the district "is preparing to issue notices of violation that can result in daily penalties and further legal action," the release states.

Violators face civil fines of up to $11,710 per day.

The district's announcement pleased Ana Gonzalez, executive director of the Jurupa Valley-based Center for Community Action and Environmental Justice.

When the district board passed the rule, "we were really hopeful that we were taking the first steps to hold these polluters accountable," she said.

"We fight so hard to create these policies and advocate for these policies," Gonzalez said. "But at the end of the day, once it passes, the implementation and enforcement is almost like not there."

She added: "I am, in a way, optimistic in the sense that they're going to start enforcing the rule and really holding these folks accountable. But ... when is it going to be enough to (instead of just giving) them a slap on the wrist (to) really be intentional and terminate their operation if they're not in compliance?"

While warehouses "are reaping big profits, residents are choking on the fumes from their rule-breaking neighbors," said Aruna Prabhala, a senior attorney at the Arizona-based Center for Biological Diversity, said via email.

"This blatant disregard for the clean-air rule should send a clear signal to local officials that it's irresponsible to approve new warehouses when existing ones are making the Inland Empire's poor air quality even worse," added Prabhala, whose center was part of a coalition involved in litigation over the massive World Logistics Center project in Moreno Valley.

S-13
(CONT.)

considered for certification by the Calimesa City Council. Before taking action to approve the Project, the City of Calimesa (serving as the Lead Agency) has the obligation to: (1) ensure this EIR has been completed in accordance with CEQA; (2) review and consider the information contained in this EIR as part of its decision making process; (3) make a statement that this EIR reflects the City of Calimesa's independent judgment; (4) ensure that all significant effects on the environment are avoided or substantially lessened where feasible; and, if necessary (5) make written findings for each unavoidable significant environmental effect stating the reasons why mitigation measures or project alternatives identified in this EIR are infeasible and citing the specific benefits of the proposed Project that outweigh its unavoidable adverse effects (CEQA Guidelines §§ 15090-15093). In addition, pursuant to Public Resources Code § 21081.6, because the Project will include mitigation measures, the City, as Lead Agency, must adopt a MMRP, which describes the process to ensure implementation of the mitigation measures identified in the Final EIR. The MMRP will ensure CEQA compliance during Project construction and operation.

S.6 Summary of Impacts, Mitigation Measures, and Considerations

S.6.1 Effects found Not to be Significant

An Initial Study was not prepared for the proposed Project because the City of Calimesa determined that an EIR clearly was required. As such, the scope of detailed analysis in this EIR considers and addresses the 20 subject areas identified in Appendix G of the State CEQA Guidelines, as well as the public comments received in response to the NOP and the EIR scoping meeting. The NOP and public comments received in response to the NOP and scoping meeting, are attached to this EIR as *Technical Appendix A*. There were no issues found to be not significant as a result of the Project's NOP process.

S-13 (CONT.)

S.6.2 Impacts of the Proposed Project

Table S-1, *Mitigation Monitoring and Reporting Program,* provides a summary of the Project's environmental impacts, as required by CEQA Guidelines § 15123(a). Also presented are the mitigation measures recommended by the Lead Agency to further avoid adverse environmental impacts or to reduce their level of significance. After the application of all feasible mitigation measures, the Project would result in significant and unavoidable environmental effects under five environmental subject areas, as summarized below.

- Air Quality: Significant and Unavoidable Direct and Cumulatively-Considerable Impact. The Project's proposed land uses are not consistent with the growth assumptions used as inputs in the South Coast Air Quality Management District (SCAQMD) 2022 Air Quality Management Plan (AQMP). In addition, the Project's operational-source air quality emissions would exceed the SCAQMD Regional Thresholds for long-term emissions of nitrogen oxides (NO_X) under land use Scenarios 1 and 3, and the Project's operational-source air quality emissions of Volatile Organic Compounds (VOC), NOx, and particulate matter smaller than 10 microns (PM_{10}) would exceed the SCAQMD Regional Thresholds for these pollutants with implementation of land use Scenario 2. Accordingly, because the Project's mitigated operational-source emissions of NOx would exceed the SCAQMD Regional Threshold for this pollutant with implementation of land use Scenarios 1 or 3, and because Project-operational-source emissions of VOC, NOx, and PM_{10} would exceed the SCAQMD Regional Thresholds for these pollutants under land use Scenario 2, the Project would increase the frequency or

severity of existing air quality violations and would cause or contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP. While Mitigation Measures MM 4.3-1 through MM 4.3-7 would reduce the Project's long-term emissions of NO_X (land use Scenarios 1 and 3) and long-term emissions of VOC, NO_X, and PM_{10} (under land use Scenario 2), they would not reduce the Project's long-term emissions of these pollutants to below the SCAQMD regional thresholds of significance. Thus, Project's direct and cumulatively-considerable impacts due to a conflict with or obstruction of the SCAQMD 2022 AQMP would represent a significant and unavoidable impact for which additional mitigation measures are not available.

- Air Quality: Significant and Unavoidable Direct and Cumulatively-Considerable Impact. Implementation of land use Scenarios 1 or 2 would result in emissions of NO_X that would exceed the SCAQMD regional thresholds of significance for this pollutant. In addition, implementation of land use Scenario 2 would result in emissions of VOC, NO_X, and PM_{10} that would exceed the SCAQMD regional thresholds of significance for these pollutants. The SCAB is designated as nonattainment for PM_{10} and O_3, and VOCs and NO_X are precursors to ozone formation. Thus, the Project's emissions of NO_X under land use Scenarios 1 and 2 and the Project's emissions of VOC, NO_X, and PM_{10} under land use Scenario 2 would cumulatively contribute to a net increase of criteria pollutants (PM_{10} and/or O_3) for which the SCAB is considered nonattainment. Implementation of Mitigation Measures MM 4.3-1 through MM 4.3-8 would reduce the Project's long-term air quality emissions (and would reduce to below a level of significance the Project's emissions of CO and $PM_{2.5}$ under land use Scenario 2); however, the required mitigation would not reduce the Project's emissions of NO_X to below the SCAQMD Regional Threshold for this pollutant under land use Scenarios 1 and 3, and the required mitigation would not reduce the Project's emissions of VOC, NO_X, or PM_{10} to below the SCAQMD Regional Thresholds for these pollutants under land use Scenario 2. Thus, even with implementation of these mitigation measures and with compliance with the anticipated regulations implemented by the EPA and CARB to improve truck efficiency, the estimated long-term emissions generated under full buildout of the proposed Project still would exceed the SCAQMD's regional operational significance thresholds and would cumulatively contribute to the nonattainment designations in the SCAB for PM_{10} (land use Scenario 2) and O_3 (land use Scenarios 1, 2, and 3). Neither the Project Applicant nor the City of Calimesa have regulatory authority to control tailpipe (for emissions of VOC, NO_X, and PM_{10}) or consumer product emissions (for emissions of VOC), and no feasible mitigation measures beyond Mitigation Measures MM 4.3-1 through MM 4.3-8 exist that would reduce Project operational-source NO_X emissions (land use Scenarios 1, 2, and 3) or the Project operational source VOC and PM_{10} (land use Scenario 2) emissions to levels that are less than significant. Therefore, for land use Scenarios 1 and 2, the proposed Project's operational emissions of NO_X, represent a significant and unavoidable impact for which additional mitigation is not available. For land use Scenario 2, the proposed Project's operational emissions of VOC, NO_X, and PM_{10} represent a significant and unavoidable impact for which additional mitigation is not available.
- Greenhouse Gas Emissions: Significant and Unavoidable and Cumulatively-Considerable Impact. At buildout, land use Scenario 1 has the potential to generate a total of approximately 19,386.25 $MTCO_2e/yr$, land use Scenario 2 has the potential to generate 37,524.25 $MTCO_2e/yr$, and land use

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(CONT.)

Scenario 3 has the potential to generate 21,550.16 $MTCO_2e$/yr of greenhouse gas (GHG) emissions, each of which would exceed the SCAQMD's numeric screening threshold of 3,000 $MTCO_2e$/yr. The Project would be subject to compliance with Mitigation Measures MM 4.8-1 through MM 4.8-14. All of the identified mitigation measures would serve to reduce the Project's GHG emissions; however, the resulting level of emission reductions only can be quantified for Mitigation Measures MM 4.8-3 through MM 4.8-8, MM 4.8-10, and MM 4.8-13. Although the required mitigation would reduce the Project's level of GHG emissions by between 6.0% and 11.2% (depending on which land use Scenario is considered), even with the incorporation of mitigation measures the Project's level of GHG emissions still would exceed the 3,000 $MTCO_2e$/yr threshold of significance. Specifically, with mitigation, Project operational emissions would be reduced to 19,386.25 $MTCO_2e$/yr under land use Scenario 1; 37,524.25 $MTCO_2e$/yr under land use Scenario 2; and 21,550.16 $MTCO_2e$/yr under land use Scenario 3. There are no additional feasible mitigation measures available that would further reduce the Project's level of GHG emissions, and as such it would not be feasible to reduce the Project's emissions of GHGs to below the 3,000 $MTCO_2e$/yr threshold of significance. Accordingly, Project impacts due to GHG emissions under land use Scenarios 1 through 3 would be significant and unavoidable impact on both a direct and cumulatively-considerable basis.

- Greenhouse Gas Emissions: Significant and Unavoidable and Cumulatively-Considerable Impact. Although there are no components of the Project that would conflict with the City of Calimesa Climate Action Plan (CAP), since the Project would result in an exceedance of the SCAQMD's numeric threshold of 3,000 metric tons of carbon dioxide equivalents per year ($MTCO_2e$/yr), the Project has been conservatively determined to have the potential to conflict with the CARB 2022 Scoping Plan, which is an applicable greenhouse gas (GHG) reduction plan. The Project would be subject to compliance with Mitigation Measures MM 4.8-1 through MM 4.8-14. All of the identified mitigation measures would serve to reduce the Project's GHG emissions; however, the resulting level of emission reductions only can be quantified for Mitigation Measures MM 4.8-3 through MM 4.8-8, MM 4.8-10, and MM 4.8-13. Although the required mitigation would reduce the Project's level of GHG emissions by between 6.0% and 11.2% (depending on which land use Scenario is considered), even with the incorporation of mitigation measures the Project's level of GHG emissions still would exceed the 3,000 $MTCO_2e$/yr threshold of significance. Specifically, with mitigation, Project operational emissions would be reduced to 19,386.25 $MTCO_2e$/yr under land use Scenario 1; 37,524.25 $MTCO_2e$/yr under land use Scenario 2; and 21,550.16 $MTCO_2e$/yr under land use Scenario 3. As such, it cannot be demonstrated that the Project's level of GHG reductions would ensure Project consistency with the CARB 2022 Scoping Plan. Therefore, Project impacts due to a conflict with the CARB 2022 Scoping Plan would represent a significant and unavoidable cumulatively-considerable impact of the proposed Project.

- Transportation: Significant and Unavoidable Direct and Cumulatively-Considerable Impact. Implementation of land use Scenario 1 would not result in any significant impacts due to Vehicle Miles Traveled (VMT) using the Cumulative Boundary or Origin/Designation (OD) per Service Population (SP) approach. However, while implementation of land use Scenario 2 would result in a net reduction in VMT per SP using the Cumulative Boundary, under the Project VMT Analysis approach land use Scenario 2 would exceed the City's threshold of significance based on the OD VMT per SP method as

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(CONT.)

shown in EIR Table 4.17-10; thus, Project impacts due to VMT with implementation of land use Scenario 2 would be significant. In addition, and as shown in EIR Table 4.17-13 and Table 4.17-14 for the Project VMT Analysis, implementation of land use Scenario 3 would exceed the City's threshold of significance based on the OD VMT per SP method, and also would result in a net increase in VMT per SP under the Cumulative Boundary method; accordingly, VMT impacts associated with land use Scenario 3 would be significant. When considering Total VMT (i.e., VMT associated with Project-related passenger cars and heavy trucks), EIR Table 4.17-17, Table 4.17-20, and Table 4.17-23 show that land use Scenarios 1, 2 and 3 all would exceed the City's threshold of significance. The Project includes a mixture of land uses, which would provide improved destination accessibility and an opportunity for non-motorized travel, and the Project would accommodate a meandering walking trail along Beckwith Avenue and sidewalk along Calimesa Boulevard, both of which ultimately would link on-site residents and/or employees to Singleton Road. In addition, although the Project would be subject to compliance with Mitigation Measures MM 4.17-2 and MM 4.17-3, which would reduce the Project's VMT, the effectiveness of commute trip reduction measures such as those listed in Mitigation Measures MM 4.17-2 and MM 4.17-3 cannot be guaranteed to reduce Project VMT to a level of less than significant. Accordingly, although the Project would be subject to compliance with Mitigation Measures MM 4.17-2 and MM 4.17-3, the Project's VMT per SP still would exceed the City of Calimesa thresholds of significance. Therefore, the Project's VMT impacts are considered significant and unavoidable for land use Scenarios 2 and 3 when using the OD VMT per SP method, for land use Scenario 3 under the Cumulative Boundary method, and for land use Scenarios 1, 2, and 3 when considering the Project's Total VMT per SP.

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(CONT.)

I PROPOSE THAT THE CITY OF CALIMESA AS THE LEAD AGENCY REJECT THE OAK VALLEY NORTH PROJECT AND IN ITS PLACE PUT NEXT TO RANCHO CALIMESA OPEN SPACE AND NEXT TO SHARENDALE A PARK FOR OUR RESIDENTS AND THEIR LOVED ONES.

ACCORDING TO THE LATEST LAND USE TABLE LU-A (2013) AS A STARTING POINT FOR FUTURE GROWTH CALIMESA, ONLY 1.1% OF OPEN SPACE EXSITS IN THE CITY AND 74.1% OF PLANNING AREA LAND USE IS VACANT.

THE CITY OF CALIMESA LAND USE ELEMENT GOALS STATE:
PRESERVE AND ENHANCE THE SMALL-TOWN ATMOSPHERE OF CALIMESA
A LOGICAL AND EFFICIENT PATTERN OF DEVELOPMENT THAT REDUCES INFRASTRUCTURE COSTS AND MAINTAINS THE CHARACTER OF CALIMESA.
AN ARRANGEMENT OF LAND USES THAT ACHIEVES MAXIMUM COMPATIBILITY BETWEEN LAND USES AND ESPECIALLY WITH EXISTING NEIGHBORHOODS.

AND THE CITY SAYS PARKS AND RECREATION, OPEN SPACE ARE IMPORTANT COMPONENTS OF THE QUALITY OF LIFE DESIRED BY THE RESIDENTS OF CALIMESA.

IT ALSO SAYS THE CITIES GOALS AND POICIES RELATED TO THESE ISSUES AND THE ACTIONS THE CITY WILL TAKE TO ENSURE THAT RESIDENTS NEEDS AND DESIRES FOR PARKS, RECREATION, AND OPEN SPACE ARE RECOGNIZED AND ADDRESSED AS THE DEVELOPMENT OF THE CITY CONTINUES.

AND THE CITIES OPEN SPACE POTENTIAL IS SIGNIFICANT AND IDENTIFIES THE NEED TO MAINTAIN EXISTING OPEN SPACE AND NATURAL RECREATIONAL AREAS FOR THE ENJOYMENT OF RESIDENTS AND THE PROTECTION OF THE ENVIRONMENT.

I NOW ASK THE CITY OF CALIMESA CALIFORNIA TO REJECT (GPA)22-03 GENERAL PLAN AMENDMENT AND THE MODIFICATION OF THE LAND USE ELEMENT OF THE CITY OF CALIMESA 2014 GENERAL PLAN TO CHANGE THE GENERAL PLAN USE DESIGNATIONS ON THE PROPERTY FROM BUSINESS PARK (BP), LIGHT INDUSTRIAL (LI) AND RESIDENTIAL LOW MEDIUM DENSITY (RLM) TO LIGHT INDUSTRIAL (LI) AND RESIDENTIAL HIGH DENSITY (RH)

IN ITS PLACE CHANGE I PROPOSE TO MODIFY THE LAND USE ELEMENT OF THE CITY OF CALIMESA 2014 GENERAL PLAN TO CHANGE THE GENERAL PLAN LAND USE DESIGNATIONS ON THE PROPERTY FROM BUSINESS PARK (BP) LIGHT INDUSTRIAL (LI) AND RESIDENTIAL LOW MEDIUM DENSITY (RLM) TO PARKS & COMMUNITY RECREATION (P&CR) AND OPEN SPACE NATURAL (OSN).

AND I ASK THE CITY OF CALIMESA CALIFORNIA TO REJECT ZONE CHANGE (ZC)22-01 (SPA AREA 4) AND THE MODIFICATION OF THE CITY'S OFFICIAL ZONING MAP AS IT APPLIES TO THE PROPERTY TO CHANGE THE ZONING CLASSIFICATIONS FROM BUSINESS PARK (B-P), LIGHT INDUSTRIAL (L-I) AND RESIDENTIAL LOW MEDIUM (R-L-M) TO A ZONING CLASSIFICATION OF SPECIFIC PLAN AREA (SPA). THE OAK VALLEY NORTH SPECIFIC PLAN (SPA AREA 4) PROPOSES TO ESTABLISH A SPECIFIC PLAN FOR THE PROPERTY AND APPLY TO LAND USE DESIGNATIONS: LIGHT INDUSTRIAL (LI) AND RESIDENTIAL HIGH (RH)

AND IN ITS PLACE CHANGE I PROPOSE THE MODIFICATION OF THE CITY'S OFFICIAL ZONING MAP AS IT APPLIES TO THE PROPERTY TO CHANGE THE ZONING CLASSIFICATIONS FROM BUSINESS PARK (B-P), LIGHT INDUSTRIAL (L-I) AND RESIDENTIAL LOW MEDIUM (R-L-M) TO A ZONING CLASSIFICATION OF A SPECIFIC PLAN AREA (SPA). I PROPOSE TO ESTABLISH A SPECIFIC PLAN FOR THE PROPERTY AND APPLY TWO LAND USE DESIGNATIONS: PARKS & COMMUNITY RECREATION (P&CR) AND OPEN SPACE NATURAL (OSN)

TENTATIVELY, (AND I RESERVE THE RIGHT TO AMEND) USING THE PROPOSED 108 ACRES 34 ACRES OF OPEN SPACE NATURAL TO THE LEFT SIDE OF RANCHO CALIMESA WITH PLANNING AREA 1 BOARDERING CALIMESA BLVD AND BECKWITH AVE.

THE REMAINING APROX 74 ACRES FOR PARKS AND COMMUNITY RECREATION PLANNING AREA 2 WILL BOARDER CALIMESA BLVD AND BECKWITH AVE. NEXT TO SHARONDALE

WOULD NEED THE HELP OF THE CITY OF CALIMESA FOR PLANNING AND SEEK OUT AND PURSUE ALL FORMS OF FEDERAL, STATE FUNDING AND PROGRAMMING OF PARK, TRAIL, AND RECREATION RESOURCES IN THE CITY.

I ASK THE CITY OF CALIMESA CALIFORNIA TO REJECT TENTATIVE PARCEL MAP (TPM) 38589

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(CONT.)

AND REJECT THE DEVELOPMENT PLAN REVIEW (DPR) 22-05 AND CONDITIONAL USE PERMIT (CUP) 22-02 AND DEVELOPMENT PLAN REVIEW (DPR) 22-06 AND CONDITIONAL USE PERMIT (CUP) 22-03 AND DEVELOPMENT PLAN REVIEW (DPR) 22-07 AND CONDITIONAL USE PERMIT (CUP) 22-02

I AM TAKING THIS ACTION BECAUSE I WANT THE BEST FOR MY COMMUNITY FOR THEIR HEALTH, AND SAFETY BUT THEY THINK THE CITY DOES NOT CARE ABOUT THEM BUT FAVORS DEVELOPERS BECAUSE OF THEL MONEY AND INFLUENCE AND THIS SHOULD NOT BE.

SO BY ASKING THE CITY TO REJECT THE WAREHOUSE PROJECTS ON WHAT I THINK IS A SOLID FOUNDATION OF SIGNIFICANT ENVIRONMENTAL IMPACTS AND IMPACT HEALTH EFFECTS OF OPERATIONAL ACTIVITY AND WITH AN OPPORTUNITY TO HELP THE VERY GOOD PEOPLE OF MY COMMUNITY WHO DESERVE SO MUCH, IT IS AN HONOR TO SERVE.

SOUND AND VIBRATION
RANCHO CALIMESA AND SHARONDALE RESIDENTS ARE MOSTLY SENIORS AND RETIRED BUT ALL RESIDENTS YOUNG AND OLD SHOULD NOT BE EXPOSED TO THE EXCESSIVE NOISE ASPECTS OF DIESEL TRUCK TRAFFIC WITH HUNDREDS OF TRUCKS DRIVING IN FRONT OF THE NOISE SENSITIVE COMMUNITIES THE NOISE IS INTRUSIVE AND UNWANTED.

THE STATE OF CALIFORNIA HAS DEEMED CERTAIN LAND USES AS SENSITIVE, AND RANCHO CALIMESA AND SHARONDALE ARE FULL OF SENSITIVE RECEPTORS, PEOPLE WHO HAVE MEDICAL CONDITIONS AND NEED PROTECTION FROM THIS THREAT. THE CONSTANT NOISE AND VIBRATION WILL EXACERBATE PRE EXISTING MEDICAL CONDITIONS FURTHER DISRUPTING THEIR LIVES AND BREACHING THEIR PEACE.

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(CONT.)

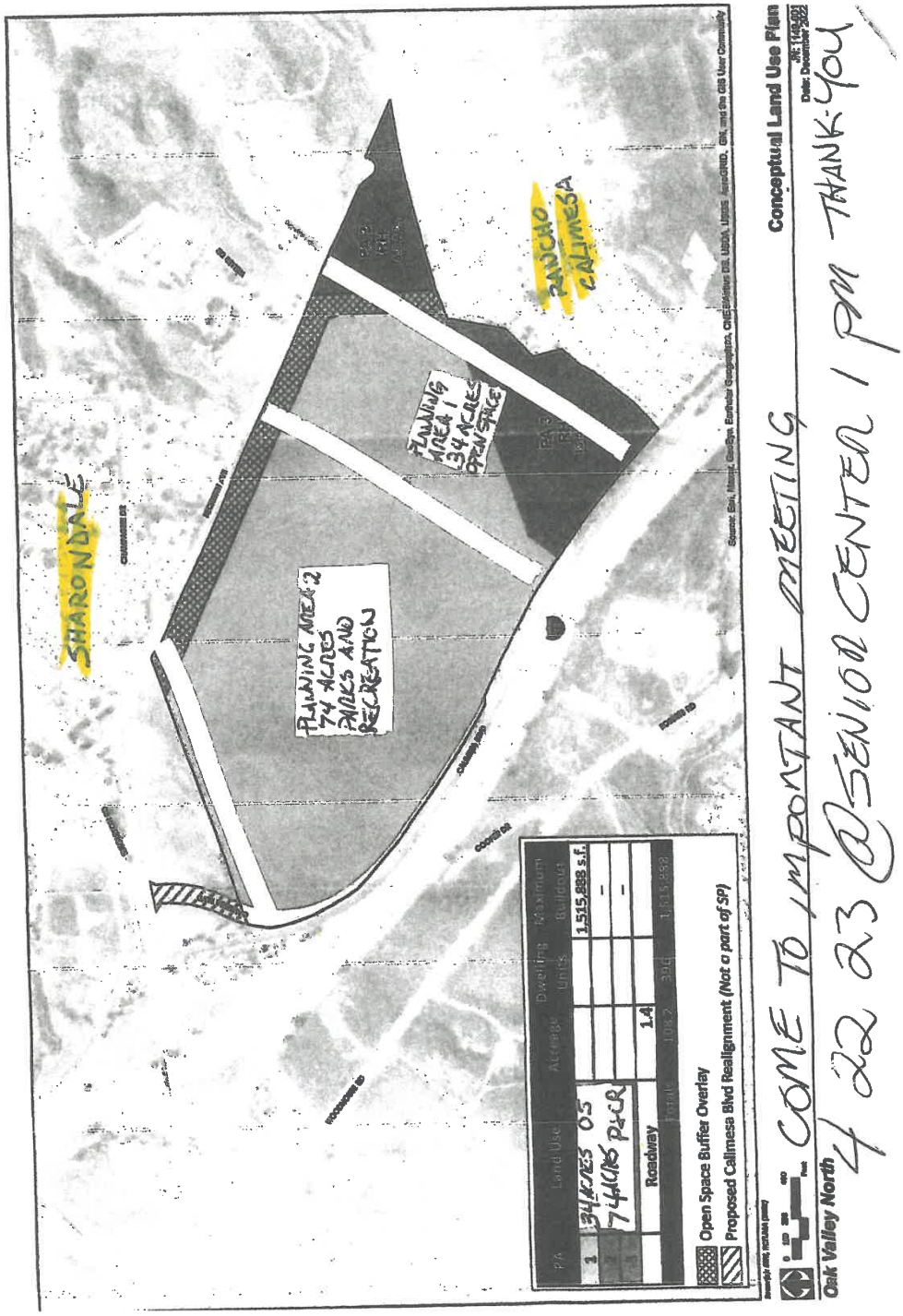
FIRE
RANCHO CALIMESA AND SHARONDALE ARE IN A HIGH FIRE HAZARD SEVERITY ZONE AND THE FIRE DANGER SAFETY ISSUE AND CANNOT BE COMPROMISED. A MEMBER OF THE RIVERSIDE COUNTY EMERGENCY RESPONSE TEAM MANAGEMENT DEPARTMENT TOLD ME THAT IN A RED FLAG WILD FIRE EVENT WITH PROJECT DIESEL TRUCK-TRAILERS LINED UP AND DOWN INTERSTATE 10, AND BACKED UP FROM THE ON-OFF RAMPS, THEIR CREWS WOULD NOT BE ABLE TO RESPOND PROPERLY.

BECAUSE OF THIS RISK AND THREAT WITH WAREHOUSE PROJECT TRAFFIC LINED UP AND DOWN CHERRY VALLEY BLVD, CALIMESA BLVD AND SINGLETON RD. THERE COULD BE A MASS CASUALTY EVENT AT RANCHO CALIMESA AND SHARONDALE COSTING THE LIVES OF OUR RESIDENTS NOT ABLE TO EGRESS SAFELY FROM THE PARKS AND WOULD CREATE A KILL BOX AT THE FRONT OF THE PARKS WHERE ALL CANNOT GET OUT.

BECAUSE OF THESE DETRIMENTAL IMPACTS THAT WOULD DIRECTLY AFFECT OUR RESIDENTS HEALTH, SAFETY AND PRESENT AND FUTURE QUALITY OF LIFE ISSUES WOULD NOT EXIST WITHOUT WAREHOUSE OPERATIONS.

CORDIALLY,

JAMES WRIGHT


SHARONDALE
PLANNING AREA 2
74 ACRES
PARKS AND
RECREATION
PLANNING
AREA 1
34 ACRES
PARK SITE
RANCHO
CALIMESA
Conceptual Land Use Plan
Oak Valley North
Open Space Buffer Overlay
Proposed Calimesa Blvd Realignment (Not a part of SP)
COME TO IMPORTANT MEETING
4 22 23 @SENIOR CENTER 1 PM
THANK YOU

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(CONT.)

Letter S Responses to Comments from James Wright

S-1 The commenter references the commenter's comment letters on the Project's Notice of Preparation (NOP), expresses concerns the Project may have on existing surrounding communities, including senior citizens, asserts the Project would be detrimental to local area seniors and sensitive receptors in violation of the American with Disabilities Act (ADA), and asserts the Project somehow would restrict the liberty, happiness, and freedom of movement enjoyed by local area residents. The commenter's comments on the NOP are acknowledged, and were considered during the preparation of the Project's EIR. The commenter is referred to the discussion and analysis presented throughout the Project's DEIR, which demonstrates that with the implementation of mitigation measures, all of the Project's localized impacts, including localized air quality (including all health risks), hazards/hazardous materials, land use/planning, noise, and lighting impacts, would be less than significant. Additionally, the proposed Project has been designed to fully comply with the requirements of the ADA, and there are no components of the proposed Project with the potential to conflict with the provisions of the ADA. In addition, there are no components of the proposed Project that would have the potential to restrict the rights to liberty, happiness, or freedom of movement as provided for by the United States Constitution and/or the State of California Constitution. As this comment does not identify any deficiencies with the analysis presented in the Project's DEIR, no revision to the DEIR is warranted pursuant to this comment.

S-2 The commenter expresses objection over the proposed Project because the commenter asserts that the Project Applicant would not be responsibility in the case that a "liability" occurs. This comment is unrelated to the Project's DEIR or the DEIR's analysis of potential environmental effects. As such, no response is necessary.

S-3 The commenter states that the Project Applicant should be aware of the Project's significant and unavoidable environmental effects; asserts, without providing any examples, that the mitigation measures presented in the DEIR are "inadequate"; and notes that the Project's mitigation measures would not be sufficient to reduce the Project's impacts to air quality, traffic, due to Greenhouse Gas (GHG) emissions, or due to "any other area of controversy." The Project Applicant is fully aware of the Project's potential environmental effects and the mitigation measures identified to address those effects. As this comment does not provide any information about what mitigation measures were determined by the commenter to be "inadequate," no revision to the mitigation measures presented in the DEIR are warranted pursuant to this comment. The Project's significant and unavoidable impacts to the environment are fully disclosed by the Project's DEIR, and this comment does not identify any specific deficiencies with the analysis and conclusions presented in the DEIR. Accordingly, no revisions to the DEIR are warranted pursuant to this comment.

S-4 The commenter asserts that the City must adopt a Statement of Overriding Considerations (SOC) to address the Project's significant and unavoidable impacts to the environment. As required pursuant to Section 15093 of the CEQA Guidelines, in the event that the City Council decides to certify the Project's Final EIR, the City would be required to concurrently adopt an SOC that explains the City's

decision to approve the proposed Project despite its unavoidable environmental risks. No further response is necessary.

S-5 The commenter expresses concern over the "dangers about this project" and asserts that the Final EIR should not be certified due to the Project's significant and unavoidable environmental effects. It is unclear from this comment what "dangers" are being referenced, as the DEIR does not identify any impacts associated with potential "dangers." The commenter's opinion that the Project should not be approved is acknowledged. The Planning Commission and City Council will consider the commenter's objections to the proposed Project as part of their deliberations over whether to approve, conditionally approve, or deny approval of the proposed Project.

S-6 The commenter expresses concerns over air quality emissions from trucks, and in particular potential localized air quality impacts that may result from the Project-related truck trips. The commenter is referred to the discussion and analysis presented throughout the DEIR, which found that localized air quality, hazards/hazardous materials, land use/planning, noise, and lighting impacts would be less than significant with implementation of the regulatory requirements and mitigation measures specified by the DEIR. As this comment does not identify any deficiencies with the analysis presented in the DEIR, no revision to the DEIR is warranted pursuant to this comment.

S-7 The commenter alleges that Project traffic would stack up at the Project entrances and idle for more than 5 minutes at a time. The City disagrees. As part of the City's review of the Project's application materials, the City ensured that the Project's plans accommodate sufficient stacking space on site so that there would not be any stacking of Project-related trucks along Calimesa Boulevard. With respect to truck idling, DEIR Mitigation Measure MM 4.3-6 already requires the posting of signage on site to restrict idling to no more than three (3) minutes once the vehicle is stopped, the transmission is set to "neutral" or "park," and the parking brake is engaged. Furthermore, the Project's potential environmental effects are evaluated and disclosed throughout the Project's DEIR, and this comment does not identify any deficiencies with the information presented in the Project's DEIR. No further response is necessary.

S-8 The commenter asserts that the DEIR states that the Project's diesel particulate matter (DPM) emissions would travel up to ¼-mile from the diesel exhaust, and references prior comments from the commenter. As a point of clarification, the DEIR does not state that DPM emissions would travel up to ¼-mile; rather, the DEIR on p. 4.3-48 notes, "The modeling domain is limited to the Project's primary truck route and includes off-site sources in the study area for more than ¾-mile. This modeling domain is more inclusive and conservative than using only a ¼-mile modeling domain which is the distance supported by several reputable studies which conclude that the greatest potential risks occur within a ¼-mile of the primary source of emissions (in the case of the Project, the primary source of emissions is the on-site idling and on-site travel)." As noted by the DEIR, the ¼-mile modeling domain is supported by several documents which support the conclusion that the greatest potential risks occur within ¼-mile of the primary source of emissions. Based on CARB's Land Use

Handbook[62], modeling performed by CARB and SCAQMD demonstrates that an 80% drop off in pollutant concentrations occurs within 1,000 feet from a distribution center. Additionally, per the Handbook, health risk is highest within 300 feet of high-traffic roads, and California freeway studies demonstrate a 70% drop off in particulate pollution at 500 feet from the roadway. As such, the Handbook recommends siting schools and other sensitive land uses at least 1,000 feet from a distribution center. Similarly, because pollution concentrations and therefore risk is highest within ¼-mile from an emissions source, SCAQMD Rule 212[63] requires that notification be provided for schools that are located within ¼-mile from a newly permitted emissions source. However, and as noted above, the Project's HRA conservatively utilized a ¾-mile modeling domain, which is more conservative than utilizing a ¼ mile modeling domain as well as the 1,000 foot radius in which pollutant concentrations would be highest and the greatest health impacts would occur. Furthermore, DEIR Subsection 4.3, *Air Quality*, demonstrates that with the implementation of mitigation measures, the Project's impacts due to localized air quality emissions, including potential cancer and non-cancer health risks due to DPM emissions, would be less than significant. As this comment does not identify any deficiencies in the DEIR's conclusion that localized air quality impacts would be less than significant, no revision to the DEIR is warranted pursuant to this comment.

S-9 The commenter makes reference to a September 21, 2023, Press Enterprise article that describes other warehouse in the region as being out of compliance with the Warehouse Indirect Source Rule, and alleges that the Project would conflict with applicable rules or regulations because the Project Applicant is financially incentivized to do so. These assertions are unfounded, as the Project would be subject to full compliance with all applicable federal, State, regional, and local laws and regulations. As this comment does not identify any deficiencies in the DEIR, no revision to the DEIR is warranted pursuant to this comment.

S-10 The commenter refers to their January 6, 2023, correspondence with the City, reasserts the commenter's opinion that the City should not approve the Project's applications, and expresses a preference for the Project site to be retained as natural open space with park uses. The commenter's objection to the proposed Project is acknowledged, and will be considered by the City of Calimesa Planning Commission and City Council during their deliberations over whether to approve, approve with conditions, or deny approval of the proposed Project.

S-11 The commenter expresses a preference for the No Development Alternative as presented in Section 6.0, *Alternatives*, of the Project's DEIR, and again asserts that the Project's applications should be denied by the City. The commenter's preference and opposition to the Project are acknowledged. The No Development Alternative would not meet any of the Project's objectives. As this comment does not identify any deficiencies with the Project's DEIR, no revision to the DEIR is warranted pursuant to this comment.

[62] Available on-line: http://www.aqmd.gov/docs/default-source/ceqa/handbook/california-air-resources-board-air-quality-and-land-use-handbook-a-community-health-perspective.pdf
[63] Available on-line: http://www.aqmd.gov/docs/default-source/rule-book/reg-ii/rule-212.pdf?sfvrsn=4

S-12 The commenter states that the use of an SOC is prejudicial and discriminatory and asserts that the Project's negative effects are not outweighed by the Project's benefits. This comment is acknowledged and will be considered by the City of Calimesa Planning Commission and City Council during their deliberations over whether to approve, approve with conditions, or deny approval of the proposed Project. As this comment does not identify any deficiencies in the DEIR's analysis or conclusions, no revision to the DEIR is warranted pursuant to this comment.

S-13 The commenter attaches the commenter's comment letter on the Project's NOP, an e-mail to the City and a newspaper article from September 2023 related to the Warehouse Indirect Source Rule, an excerpt from DEIR Subsection S.0 summarizing the Project's significant and unavoidable impacts, and a comment letter unrelated to the Project's DEIR that was sent to the City in opposition to the proposed Project. These comments are acknowledged; however, as these comments do not identify any deficiencies with the Project's DEIR, no revision to the DEIR is warranted pursuant to this comment.

Comment Letter T

Subject: FW: Warehouse project
Date: Monday, May 6, 2024 10:15:06 AM

From: Jennifer <iffer2500@msn.com>
Sent: Sunday, May 5, 2024 7:32 AM
To: Kelly Lucia <klucia@cityofcalimesa.net>
Subject: Warehouse project

I strongly oppose this warehouse project. Our beautiful land is being destroyed with all these warehouses. They r eyesores in a land that is so naturally beautiful. No amount of cash is worth destroying what our communities are here for and love. T-1

Sent from my Verizon, Samsung Galaxy smartphone

Letter T Responses to Comments from Jennifer (IFFER2500)

T-1 The commenter expresses opposition to the proposed Project and raises concerns regarding the Project's potential adverse effects on aesthetics and visual quality. The commenter is referred to Subsection 4.1, *Aesthetics,* which demonstrates that the Project's impacts to aesthetics and visual quality would be less than significant as the proposed development would not be prominently visible from off-site locations. Additionally, as demonstrated by the site photographs (DEIR at p. 4.1-2), there are no prominent scenic resources within the Project site and the Project site does not contribute to a scenic vista under existing conditions. As this comment does not identify any deficiencies with the DEIR, no revision to the DEIR is warranted pursuant to this comment. In addition, the commenter's opposition to the proposed Project is acknowledged, and will be considered by the City of Calimesa Planning Commission and City Council during their deliberations over whether to approve, approve with conditions, or deny approval of the proposed Project. No further response is necessary.

Comment Letter U

April 17, 2024

Kelly Lucia, M. URP, Planning Director, City of Calimesa – Planning Division

Ms. Lucia and Members of the Calimesa Planning Commission:

I wish to comment on the Oak Valley North Project EIR.

Based on the three listed project impacts, I am puzzled why the Planning Commission would even be considering proceeding with this plan. Specifically, it states that the project will have "significant and unavoidable direct and cumulatively-considerable impacts" on air quality. There would also be "significant and unavoidable" greenhouse gas emissions exceeding allowable thresholds. Finally, the impact on traffic would not only be "significant and unavoidable", but would exceed the City's own thresholds. U-1

These impacts alone are bad enough, but the fact that this project borders two senior communities which would bear the brunt of this excess pollution, greenhouse gases and traffic should make it completely unacceptable to the City. The health and welfare of our community should easily outweigh any possible benefits of these warehouses. U-2

In addition, not only are there already warehouses on Cherry Valley Blvd. that are sitting unoccupied, new warehouses are being constructed just past County Line Road, more warehouses are included in the Oak Valley Specific Plan, warehouses around the county are being vacated, and projects are being cancelled due to saturation. This would not seem to be a good time to be planning a project such as this. U-3

In conclusion, it appears that there is nothing in this project that will benefit the residents of Sharondale, Rancho Calimesa, Singleton Heights, JP Ranch and Calimesa residents in general, and much to cause them irreparable harm. I urge you to reject this project. U-4

Thank you,

Mrs. Joan Fritz
838 Hilltop Ct.
Calimesa, CA 92320

Letter U Responses to Comments from Joan Fritz

U-1 The commenter expresses opposition to the proposed Project based on the Project's significant and unavoidable impacts in regard to air quality, greenhouse gas (GHG), and transportation. The commenter's opposition to the proposed Project is acknowledged, and will be considered by the City of Calimesa Planning Commission and City Council during their deliberations over whether to approve, approve with conditions, or deny approval of the proposed Project. No further response is necessary.

U-2 The commenter expresses concern regarding the Project's excess pollution, greenhouse gases, and traffic impacts on the neighboring two senior communities. While the commenter is correct that the Project would result in significant and unavoidable impacts to air quality, due to GHG emissions, and due to transportation (and specifically, Vehicle Miles Traveled [VMT]), it is important to clarify that none of the Project's significant and unavoidable impacts would result in a direct impact to nearby sensitive receptors, including the two neighboring senior communities. As demonstrated under the analysis of Threshold c. in DEIR Subsection 4.3, *Air Quality*, the Project's localized air quality impacts would be less than significant following the implementation of mitigation measures, which includes all health-related impacts on the neighboring communities. The Project's GHG emissions would contribute to the climate change on a global scale, but would have no direct localized effects. Additionally, it should be noted that the Project's unavoidable impact due to VMT is the result of the total number of miles anticipated for Project-related traffic, and is not related to the Project's local effects on traffic congestion. While the issue of traffic congestion is outside the purview of CEQA, a Project-specific Traffic Analysis (TA) study was prepared for the Project and is included as DEIR *Technical Appendix P*, which demonstrates that with the construction of Project-related improvements, the payment of fees, and fair-share monetary contributions for improvements not identified for improvement by a fee program, all study area intersections would operate at an acceptable Level of Service (LOS). As this comment does not identify any deficiencies with the analysis presented in the DEIR, no revision to the DEIR is warranted pursuant to this comment.

U-3 The commenter states that there are warehouses that are currently unoccupied or are being vacated with more warehouses being proposed and constructed and concludes that it is not an appropriate time to plan this Project. The commenter's opinion is acknowledged. However, as this comment does not identify any deficiencies with the analysis presented in the DEIR, no revision to the DEIR is warranted pursuant to this comment.

U-4 The commenter provides a concluding statement that states the proposed Project would not have local benefits and would result in irreparable harm, and urges the City to deny approval of the proposed Project. The commenter's opposition to the proposed Project is acknowledged, and will be considered by the Planning Commission and City Council during their deliberations on whether to approve, conditionally approve, or deny approval of the proposed Project. No further response is required.

Comment Letter V

Subject: FW: Response to transportation Impacts (DEIR) Oak Valley North Project
Date: Monday, May 6, 2024 10:18:10 AM

From: John Gates <jrgfresno1@gmail.com>
Date: May 3, 2024 at 11:44:48 AM PDT
To: Kelly Lucia <klucia@cityofcalimesa.net>
Subject: Response to transportation Impacts (DEIR) Oak Valley North Project

Increasing monthly1,000's of trucks and operating 100's day and night would add more congestion to this already impacted area. The development is detrimental to the health and welfare of the residents of Calimesa. 1 Congestion 2 Noise 3 Air quality 4 Sensitive Receptive area (2 senior parks 1 preschool). V-1

John Gates
Sharondale, Calimesa

Letter V Responses to Comments from John Gates

V-1 The commenter raises concerns regarding the impact of trucks on existing traffic congestion and the Project's potential impacts to noise and air quality, and the Project's potential impacts on sensitive receptors (including two senior communities and a preschool). The issue of traffic congestion is not considered a significant environmental effect under CEQA pursuant to Senate Bill 743 (SB 743); thus, the commenter's concerns over the Project's potential effects on traffic congestion are outside of the scope of required CEQA analysis. Notwithstanding, a Project-specific Traffic Analysis (TA) study was prepared for the Project and is included as DEIR *Technical Appendix P*, which demonstrates that with the construction of Project-related improvements, the payment of fees, and fair-share monetary contributions for improvements not identified for funding by an existing fee program, all study area intersections would operate at an acceptable Level of Service (LOS). The Project's potential impacts to air quality, including localized air quality impacts affecting sensitive receptors, were fully evaluated in DEIR Subsection 4.3, *Air Quality*, which demonstrates that the Project's localized air quality emissions would be less than significant with the implementation of mitigation measures, shows that the Project would not cause or contribute to a carbon monoxide (CO) "hot spot," and demonstrates that the Project's localized cancer and non-cancer health risk impacts would be less than significant. In addition, the Project's potential impacts due to noise were fully evaluated in DEIR Subsection 4.13, *Noise*, which shows that with implementation of mitigation measures, the Project's construction and long-term operational noise and vibration impacts would be less than significant at all sensitive receptor locations. As this comment does not identify any deficiencies with the DEIR's analysis or conclusions, no revisions to the DEIR are warranted pursuant to this comment.

Comment Letter W

Subject: Oak Valley North Draft EIR

I <landmdavis@verizon.net>
Wed 3/27/2024 3:28 PM

To:Kelly Lucia <klucia@cityofcalimesa.net>
Cc:Will Kolbow <wkolbow@cityofcalimesa.net>;Bill Davis <bdavis@cityofcalimesa.net>;Wendy Hewitt <whewitt@cityofcalimesa.net>;Linda Molina <lmolina@cityofcalimesa.net>;Jeff Cervantez <jcervantez@cityofcalimesa.net>;John Manly <jmanly@cityofcalimesa.net>

Hello Kelly,

Thank you for the EIR information for Oak Valley North. Discouraging that Birtcher still wants to build warehouses right next to a child care facility and senior mobile home parks that will cause the air, which is already not good, to be more polluted. Even more discouraging is to think the Calimesa City Council may approve it. That project must be in Phase III now since a hearing for the public is scheduled. W-1

It seems some of the projects the Calimesa City Council has approved have had some bad luck. The round about on 5th and County Line is still not open after more then six months. The massive Birtcher project on Roberts Rd and Singleton has been given a "stop work" order and the Oak Valley Town Center has also come to a halt. It is a good thing the relatively new Calimesa City Manager, Will Kolbow is up for a challenge. W-2

You probably know that Birtcher has had a meeting with the Sharondale Board of Directors trying to convince them that they will build the warehouses they want on Calimesa and Singleton streets so the residents won't even know they are there. Residents won't know they are breathing air that is even more polluted. Every one knows what you don't know won't hurt you right? Birtcher is requesting another meeting with the Sharondale residents. W-3

I'd like to remind the Calimesa City Council that the Riverside Press Enterprise on September 21, 2023 printed an article titled "Warehouses Targeted on Air Pollution" because over half were not complying with air pollution rules. They may want to check to see if Birtcher is one of those companies. They don't need that headache considering they already have enough on their plate. W-4

Marlene Davis

Letter W Responses to Comments from Marlene Davis

W-1 The commenter thanks the City for the opportunity to review the Project EIR, expresses concerns over the Project's potential air quality impacts, including localized air quality impacts that could affect existing childcare facilities and the two existing senior mobile home parks, and expresses opposition to the proposed Project. The Project's potential impacts to air quality, including localized air quality impacts affecting sensitive receptors, were fully evaluated in DEIR Subsection 4.3, *Air Quality*, which demonstrates that the Project's localized air quality emissions would be less than significant with the implementation of mitigation measures (specifically including all impacts relating to health risks on existing childcare facilities and the two existing senior mobile home parks), shows that the Project would not cause or contribute to a carbon monoxide (CO) "hot spot," and demonstrates that the Project's localized cancer and non-cancer health risk impacts would be less than significant. As this comment does not identify any deficiencies in the DEIR's analysis or conclusions with respect to potential air quality impacts, no revision to the DEIR is warranted pursuant to this comment. Notwithstanding, the commenter's opposition to the proposed Project is acknowledged, and will be considered by the Planning Commission and City Council during their deliberations on whether to approve, conditionally approve, or deny approval of the proposed Project. No further response is required.

W-2 The commenter mentions recent projects the City has approved and references the fact that these developments are not fully operational. This comment is acknowledged; however, as this comment does not identify any deficiencies with the DEIR, no revisions to the DEIR are warranted pursuant to this comment. No further response is required.

W-3 The commenter references meetings the Project Applicant has held, implies concern over the Project's potential localized air quality impacts, and notes that the Project Applicant is requesting another meeting with the Sharondale residents. As this comment does not identify any deficiencies with the DEIR that are not already addressed in the responses to Comments W-2 and W-3, no revisions to the DEIR are warranted pursuant to this comment. No further response is required.

W-4 The commenter refers to a Press Enterprise article related to air pollution from warehouses and notes some existing warehouse buildings may not comply with air pollution rules, and urges the City to determine whether the Project Applicant's existing facilities in the region are in violation of air quality rules. The City has no jurisdiction over the Project Applicant's existing facilities in other jurisdictions, but has no reason to believe any of those facilities are in violation of air quality rules, and the commenter presents no such evidence. The Project would be required to comply with all applicable laws and regulations, including laws and regulations promulgated by the California Air Resources Board (CARB), as a matter of State law. Pursuant to Division 26, Part 2 of the California HSC, CARB would have enforcement authority to ensure the Project complies with all applicable CARB rules and regulations, including regulations related to pollution from warehouses. No further response is necessary.

Comment Letter X

RECEIVED
APR 18 2024

April 16, 2024

Kelly Lucia
M. URP
Planning Director
City of Calimesa - Planning Division
908 Park Ave.
Calimesa, Ca. 92320

Dear Ms. Lucia:

Concerning the "Notice of Availability of a Draft Environmental Impact Report (DEIR) for the Oak Valley North (OVN) Project". As stated on page four of this document, under the "Project Impact" statement, " the OVN Project would result in significant impact to our environment that cannot be mitigated…". These findings from the DEIR should in themselves be enough to stop any further consideration of the warehouses in our area. We foresee impact not only to the environment but to the Calimesa citizens living in and around the OVN Project area, as well. X-1

The following are our concerns, as residents and citizens of the City of Calimesa:

- In reviewing the proposal there will be a total of 254 Loading Docks and a total of 1,066 Trailer Storage Spaces.
- Assuming normal warehouse usage, there will be truck and trailer traffic 24 hours a day. With a number (unknown at this time) of trucks sitting and idling in this area both day and night spewing Greenhouse Gas emissions. X-2
- Would there be any limits of truck parking in and around the proposed area? We foresee trucks sitting idling waiting to deliver or pick-up. This means "Air Quality and Greenhouse Gas Emissions" higher in and around the plan area and surrounding neighborhood. X-3
- Does these plans include additional police, fire, and other city costs, not only short term but long term as well, or would this mean higher City tax rates for the citizens of Calimesa? X-4
- We see the current street condition of Calimesa Blvd, how are we going to maintain the streets in and round this area with far more truck and trailer traffic if this proposal is approved? Since Calimesa City Charter states all street maintenance are managed through City Taxes. X-5
- No statement has been made about additional on-ramp and off-ramp to I-10 at Singleton Road, WHY NOT? Until these new on-ramp and off-rampage are completed, this means new truck and trailer traffic to the proposed area will be on Calimesa Blvd via either Sandalwood Drive or Cherry Valley Blvd to and from the I-10. X-6
- With the overall explosion of warehouse development in our county, is there an over saturation of warehouses in our county? If this proposed warehouse development never gets fully occupied, then Calimesa residents will be burdened with larger city taxes. X-7

RECEIVED
APR 18 2024

Please take under consideration our thoughts and opinions as you and the other City Planners review the Project Impacts as submitted by the Draft Environment Impact Report (DEIR) for the Oak Valley North (OVN) Project.

X-8

Thank you,

Richard Gamez
Juanita Gamez

Mr. Richard Gamez
Mrs. Juanita Gamez
826 Hilltop Court
Calimesa, CA. 92320

Letter X Responses to Comments from Richard and Juanita Gamez

X-1 The commenters express concern regarding the Project's significant and unavoidable impacts and concerns over potential impacts to the local community. The Project's localized impacts to sensitive receptors were fully evaluated in the DEIR, which found that localized air quality, hazards/hazardous materials, land use/planning, noise, and lighting impacts would be less than significant with implementation of the regulatory requirements and mitigation measures specified by the DEIR. As this comment does not identify any deficiencies with the DEIR, no revisions to the DEIR are warranted pursuant to this comment. However, this comment is acknowledged and will be considered by the Calimesa City Council and Planning Commission during their deliberations on whether to approve, conditionally approve, or deny approval of the proposed Project. No further response is necessary.

X-2 The commenter correctly cites the number of proposed loading docks and truck trailer parking spaces, and expresses concerns over the Project's 24-hour operations and associated air quality and greenhouse gas (GHG) pollutants from idling trucks. With respect to truck idling, the commenter is referred to DEIR Mitigation Measure MM 4.3-6, which requires the posting of signage to restrict idling to no more than three (3) minutes once the vehicle is stopped. The Project's impacts to air quality and due to GHG emissions were fully evaluated in DEIR Subsections 4.3, *Air Quality*, and 4.8, *Greenhouse Gas Emissions*. The analysis presented in DEIR Subsection 4.3 demonstrates that the Project's localized air quality emissions would be less than significant with the implementation of mitigation measures, shows that the Project would not cause or contribute to a carbon monoxide (CO) "hot spot," and demonstrates that the Project's localized cancer and non-cancer health risk impacts would be less than significant. While the Project would result in significant and unavoidable impacts due to GHG emissions, it is important to note that the Project's impacts due to GHGs would not directly result in any localized impacts affecting nearby residents. As this comment does not identify any deficiencies in the DEIR's analysis of potential impacts, no revision to the DEIR is warranted pursuant to this comment.

X-3 The commenters questions whether there would be any limits on truck parking or idling in areas surrounding the Project site, and expresses potential concerns over air quality and GHG emissions related to trucks idling. The commenter is referred to item a. of DEIR Mitigation Measure MM 4.3-8, which states, "[w]arehouse/distribution facilities and trailer storage lots shall be designed to provide adequate on-site parking for commercial trucks and passenger vehicles and on-site approach driveway queuing for trucks that is away from sensitive receptors. Queuing and spill-over of trucks onto surrounding public streets shall be prevented and lease agreements shall specify penalties for truck queuing on Calimesa Boulevard. Lease agreements shall specify that commercial trucks shall not be permitted to park in the public road right-of-way or nearby residential areas." Accordingly, with implementation of Mitigation Measure MM 4.3-8, there would not be any idling of trucks outside of the Project site boundaries. With respect to the commenter's concerns related to localized air quality and GHG impacts generally, please refer to the response to Comment X-2. No further response is necessary.

X-4 The commenters question if the plans include additional police, fire, and other City costs and whether tax rates would be higher for citizens as a result of the Project. The commenters are referred to the analysis and conclusions in Subsection 4.15, *Public Services,* which explain that the Project would be required to adhere to Chapter 18.115 (Development Impact Fees) of the Calimesa Municipal Code, which requires payment of a Development Impact Fee (DIF) to assist the City in providing for additional capital and infrastructure needs attributed to new development, including fire protection and sheriff facilities construction. Specifically, and not accounting for the Project's potential high-density residential or church uses, both of which also would be subject to payment of DIF fees, the Project's 982,232 s.f. of warehouse use would generate approximately $3.35 million based on the DIF fees that are currently in effect (and that may be increased prior to issuance of building permits). In addition, implementation of the proposed Project would increase the tax base within the City, which further would ensure that the Project's effects on local public services would remain below a level of significant. There are no components of the proposed Project that would be anticipated to result in higher taxes within the City. No further response is required.

X-5 The commenters question the impact of increased trucks and trailers on the current street conditions and the impact of roadway maintenance on taxes. The Project has been designed to orient all Project-related driveways towards Calimesa Boulevard, which affords immediate and direct access to the I-10 freeway at Singleton Road and Cherry Valley Boulevard, and it is not anticipated that the Project's truck traffic would utilize other roadways within the City such that there would be a substantial need for increased maintenance of City roadways. Furthermore, any incremental effects the Project's traffic may have on local area roadways would be offset through the Project's future payment of property taxes. As this comment does not identify any potential environmental effects that were not already addressed by the DEIR, no revision to the DEIR is warranted pursuant to this comment.

X-6 The commenters state that until the new on-ramp and off-ramp to I-10 at Singleton Road are completed, traffic to the Project would be on Calimesa Boulevard via Sandalwood Drive or Cherry Valley Boulevard and question why this has not been mentioned. In conjunction with preparation of the DEIR, a Project-specific Traffic Analysis ("TA"; DEIR *Technical Appendix P*") was prepared, which assesses the Project's traffic contributions to the area circulation system, identifies potential circulation system Level of Service (LOS) deficiencies, and recommends improvements that would alleviate those deficiencies. Note here that pursuant to CEQA Guidelines Section 15064.3(a), "…a project's effect on automobile delay shall not constitute a significant environmental impact." The Project's TA nonetheless provides the City of Calimesa with information that furthers planning and programming of near-term and long-term improvements necessary to minimize the extent of LOS deficiencies and maintain the Lead Agency's LOS performance standards. To these ends, and with regard to the commenter's concerns about operations at the I-10 at Singleton Road on/off ramps, the Project's TA identifies recommended improvements at I-10 EB Ramps/Singleton Road and at I-10 WB Ramps/Singleton Road. Please refer to the Project's TA at Tables 1-3, 1-4, et al. Recommended improvements at I-10 at Singleton Road on/off ramps would include signalization, lane additions, and lane modifications. Mandatory compliance with the recommendations of the Project's TA would be required as conditions of Project approval. Furthermore, Caltrans currently is in the process of implementing improvements at the I-10 at Singleton Road interchange. The Caltrans improvements

would include the construction of an additional westbound entrance ramp and an eastbound exit ramp to complete the interchange. Caltrans anticipates that the improvements would be completed in approximately 2025, whereas the first phase of the proposed Project is not anticipated to be completed until the end of 2025 at the earliest; thus, the planned improvements likely would be in place at the time of occupancy of the Project's proposed warehouse buildings. The commenter's assumptions regarding truck routing are noted. The DEIR identifies truck routing as follows: "…truck traffic would be routed directly to the I-10 via Calimesa Boulevard and the on-ramps located along Singleton Road and Cherry Valley Boulevard, and Project-related truck trips would be directed away from residential streets" (DEIR at p. 4.17-32, et al.). No further response is required, and no revisions to the DEIR are warranted pursuant to this comment.

X-7 The commenters question whether there is an over saturation of warehouses in the County and expresses concern over residents' taxes if the proposed warehouse is not fully occupied. The issues raised in this comment are outside of the purview of CEQA and the CEQA Guidelines, but to the extent it relates to cumulative impacts, those impacts were fully analyzed throughout the EIR, as explained in DEIR subsection 4.0.2. There is no evidence in the record that unoccupied warehouses negatively impact residents taxes. However, this comment is acknowledged and will be considered by the Calimesa City Council and Planning Commission during their deliberations on whether to approve, conditionally approve, or deny approval of the Project.

X-8 The commenters close by requesting that the City take their comments into consideration. This comment is acknowledged; no further response is required.

Comment Letter Y

May 6, 2024

To:
Kelly Lucia, M. URP, Planning Director
908 Park Avenue
Calimesa, CA 92320
klucia@cityofcalimesa.net

From:
Ron Roy
35161 Hogan Dr, Beaumont, CA 92223
Fairway Canyon Resident (approximately 1 mile from the project site)

Re:
Oak Valley North; GPA 22-03; ZC 22-01 (SPA Area 4); TPM 38589; DPR 22-05/CUP 22-02 (Building 1), DPR 22-06/CUP 22-03 (Building 2), DPR 22-07/CUP 22-04 (Building 3), DPR 22-08/CUP 22-06 (Building 4), DRP 22-09 (Trailer Parking Lot 1), and DRP 22-010 (Trailer Parking Lot 2)

NOA **Oak Valley North (OVN) Project** (Project). State Clearinghouse No. 2022120265. March 22, 2024

Ron Roy Comment Letter in Opposition to Oak Valley North Specific Plan Calimesa

To whom it may concern:

I oppose this project and request that the city council deny this project.

This project has too many elements that are incurable through mitigation, leaving the project as a fatally flawed land use.

Y-1

1

SENSITIVE RECEPTORS

Significant Negative Impacts to nearby sensitive receptor communities cannot be mitigated.

According to the California Attorney General's Office:

"The most important consideration when planning a logistics facility **is its location**. Warehouses located in residential neighborhoods or near other sensitive receptors **expose** community residents to the **air pollution, noise, traffic, and other environmental impacts** they generate. Therefore, placing facilities **away** from sensitive receptors significantly **reduces** their environmental **and** quality of life harms on local communities."

Y-2

This proposed project does not belong on a site that's surrounded by predominantly residential neighborhoods with neighborhood schools, retail and open space(1). It's an ill-conceived location that cannot be adapted, despite developers numerous iterations at mitigation.

1) Consider the following proximities to the project site:
   Homes
   - Rancho Calimesa Mobile Home Park: Adjacent to east boundary
   - Shanondale Mobile Home Park: Across the street
   - Summerwind Trails: 2/10 of a mile
   - Singleton Heights: 4/10 of a mile
   - JP Ranch: 1.25 miles
   - 2 mile radius around project: 10,000 homes (includes parts of Yucaipa, Calimesa, Cherry Valley, Beaumont [Oak Valley Specific Plan, Solera, Stetson]

   Schools:
   - Early Learning Academy: 250 feet
   - Summerwind Trails School: ¼ mile
   - Mesa View Middle School: less than 2 miles.

   Retail:

Y-3

2

- Calimesa Business District: 1 ¼ mile
- Marketplace at Calimesa: ½ mile

Y-3 (CONT.)

In the most recent iteration as found in the March 22, 2024 NOP, the applicant has made an obvious effort to circumvent the projects fatal sensitive receptor proximity problem by doing an assessor's parcel number "parcel split", and redescribing the truck trailer parking lots as "storage". This rewording has done nothing to mitigate the primary pollution source of the project: the diesel soot emissions from the diesel big-rig trucks, or diesel powered (refigeration) trailers. Ironically, the reconfigurations locates the projects primary pollution sources CLOSER to the sensitive receptors rather than farther away.

Y-4

This applicant suffers from, as other logistics developers in the area, an intractable attachment to ill conceived, often obsolete renderings, pictorials and documents, holding to the applicant's notion of the project. We see that here as the applicant has made no changes to the proposed development plan from the 2023 NOP to the March 22,2024 NOA.

The applicant needs to realize that the NOA is a series of documents, essentially pieces of paper or digital files, that can be easily reconfigured to show alternative plan layouts, in terms of warehouse building and parking lot locations and configurations. No infrastructure has been installed, nor foundations have been dug, no concrete has been poured, no concrete tilt ups have been erected. No actual construction.

The community, the applicant, and the city council are looking at pieces of paper, nothing more.

Y-5

Therefore, when members of the community asked for the truck parking spaces to be located at the South End of the property next to Calimesa Blvd, with truck ingress/egress off Calimesa Blvd. rather than off Beckwith Ave., and the buildings and loading bays to also face south, and nearer Calimesa Blvd, placing the pollution sources as far away as possible from the Sensitive Receptor communities of Sharondale MHP and Rancho Calimesa MHP, why didn't the applicant show us a revised "proposed development plan" (currently figure 5 in the NOA) which would reflect these much needed changes. It should only have taken the applicant a few days to make these changes to show alternative layouts

Y-6

3

and configurations to the public.

Y-6 (CONT.)

Also the almost 1000 truck trailer parking stalls seem excessive and should be reduced. How many truck trips per day will be generated from this project onto Beckwith Ave., Singleton Rd., and Calimesa Blvd. A video animation of the anticipated truck movements to-and-from the project onto nearby streets and I10 should be provided for public review.

Y-7

According to the applicant:

"the proposal, the trailer parking lots would be owned and operated by a separate entity than the proposed warehouses. From a land use perspective, the trailer parking lots would fall under "Transportation/trucking yards, stations, terminals," "Vehicle storage yards, inclusive of towing yards," and/or "Recreational vehicle storage," all of which are being proposed as Permitted Uses in the Business Park zoning designation within the Oak Valley North Specific Plan. Since the trailer parking lots would be separate legal parcels with no affiliation to a warehouse, storage, or distribution facility, that particular component of the project is not subject to the warehouse ordinance."

The legal ownership of the truck trailer parking lots is irrelevant. It's the location of the pollution source that matters. That source will remain an environmental threat regardless of who owns the property, or the number of property transfers or sales that occur.

Y-8

As I have commented in earlier letters, This aforementioned quote is a fallacious argument and cannot escape the fact that the Oak Valley "project" as proposed is a whole project and includes all physical elements including the buildings, parking lot, the trucks, the trailers, the fueling stations, the yard goats, and all other improvements, equipment, and fixtures with the purpose of a warehouse/logistics distribution function. Therefore, the applicant is clearly attempting an obvious, erroneous, and ill-conceived attempt to circumvent Calimesa's warehouse buffer ordinance.

Y-9

Think about the operations of a warehouse and the role of the big-rig trucks, trailers, and truck parking lots (not including fueling and truck/trailer service areas). The Big Rigs enter the facility with predetermined goods specifically designated for a warehouse facility. The loading/offloading, parking, the material handling in the building, are all designed to accomplish the warehouses role in the logistics cycle, to achieve the distribution of goods from origin of shipment

Y-10

4

(LA/Long Beach Ports), to the warehouse, to the final destination, which is often a consumer. In this process at the warehouse site, the trailer parking lots sole purpose is to support the warehouse distribution operation. The trailer parking lots are not used for another purpose such as an Extra-Space storage. They are not a truck stop. And they will not be operated independently as such. If the developer, indeed, wants to operate the Trailer Parking independently as an Extra Space Storage, truck-stop etc. they will have to file a separate application for this non-logistics use to the city as a separate CEQA project apart from the Warehouse. In other words, the parking lots will be a separate CEQA project requiring a different analysis.

Y-10 (CONT.)

This developer claim reminds me of Dodger Stadium. Frank McCourt owns some parcels which are under parking lots that are part of the stadium complex. Does McCourt rent them out for overnight or long-term storage? No. I'm sure his CC&Rs require that the lots can only be used for customer parking for Dodger games, or other Dodger Owner sanctioned events, not overnight or long-term storage.

Y-11

Could you imagine the havoc Oak Valley Norths developers conceived idea would have if they are allowed to combine overnight storage with warehouse operations? What if there's not enough spaces for big-rig trucks carrying items for the warehouse to park because of RVs, boats or travel trailers are taking up spaces, causing congestion that would undermine/jeopardize the capacity and safety of the Big Rig Truck Trailer loading/unloading queueing operations for the WAREHOUSES? Ultimately, the developer would have to show the city the conditions under which "storage" would be allowed. And I believe that the terms will show that any trucks or vehicles that enter/unload/park/exit the project would be expressly for the warehouse's prescribed distribution/logistics operations (refrigerated goods, fulfillment, specialty items per the lessees industry/business type. Nothing else.

Y-12

Perhaps the biggest reason, for the developers attempt to “sever” the big-rig truck/trailer parking lot from the other parts of the facility, is to escape responsibility for complying fully with the intended purpose of Calimesa’s buffer ordinance, which is to create a safer distance between noxious particulate matter emitters (such as diesel big-rig trucks, and diesel refrigeration trailers) and sensitive receptors such as Sharondale and Rancho Calimesa Mobile Home Parks.

Y-13

5

Without knowing what the warehouse operations will be inside the warehouses (since I'm presuming these are "spec" investments, and residents won't know the intended use of the warehouses until after they are built-which is clearly wrong. The city needs to change this.), what I do know is that the diesel and other emissions from the big-rig trucks, will, as part of their warehouse distribution function, be the biggest source of harmful emissions to the adjacent and nearby sensitive receptors.

Y-14

Separating the truck/trailer parking lots will do NOTHING to change that, or to achieve the objective of the Calimesa Buffer Ordinance, which is to create a safer distance between the emitters and the sensitive receptors. The sensitive receptors will still be exposed to the truck/trailer emissions, regardless of ownership, or manipulation of assessor's parcel mapping system! This is why this tactic by the developer is not only escaping accountability, but also unconscionable as it clearly allows diesel truck and trailer pollution to harm the neighborhood, and cumulatively the Pass Area and IE.

Again, this idea is nothing more than a poorly disguised attempt by the applicant to circumvent Calimesa's ordinances, not only the city council, but also the residents.

Y-15

What is also necessary is for the city council enact strong land use ordinances as adopted by neighboring cities, such as Beaumont's PLUS program (see: https://www.beaumontca.gov/DocumentCenter/View/37935/Final-PLUS#:~:text=Sites%20shall%20be%20densely%20screened,minimum%20of%2036%2Dinch%20box) , which establish more relevant buffers (1000 feet from sensitive receptors) and other requirements that better mitigate against the negative effects of logistics uses, so that Pass Area Residents have more uniform protections against logistics land use.

Y-16

TRUCKS

How will hundreds of noisy, polluting, and congesting, accident-prone, unpredictable, big-rig diesel trucks coming-and-going 24 hours a day, 7 days a week, **that will literally threaten the very lives of nearby residents**, and block Sharondale and Rancho Calimesa residents from safely leaving their homes, as well as the noise and light from the "material handling" operations, be more attractive than a quiet, safe, and family friendly residential community?

Y-17

NOISE:

How will the project reduce or eliminate Noise, so that noise decibel levels will not cause short-term or long-term harm to nearby residents, or exceed the sound levels permitted by Chapter 8.15 CMC. Given the, again, poor location of the project near residences, and the disruption of homeowners piece-of-mind, tranquility, sleep, orother physiological reactions caused by the project's noise. Given the impacts, the applicant should consider prohibiting any truck operations between 9pm-6am.

Y-18

LIGHT/GLARE

This project will obviously create light pollution (glare, light blight) on the nearby residential communities, especially during the night. How will the applicant eliminate this pollution source.

Y-19

FLOOR AREA RATIO (FAR)

The applicant has not provided the actual FARs of the buildings in relation to the total acreage. A maximum FAR of 50% of buildings to overall site, should be considered

Y-20

SMALLER BUILDINGS/LESS PARKING STALLS AND SPACES

Reducing the size of the building areas, should correspondingly reduce the number of truck stalls and other parking spaces, which would reduce the traffic and pollution impact of the project.

Y-21

TRUCK ROUTES

What are the proposed truck routes that the project will use to access I10, SR60, Calimesa, Yucaipa, and Pass Area Streets. Does Calimesa have designated "truck routes" as part of its General Plan.

Y-22

INCORPORATE LATES STANDARDS?

How will the project include:

- electric charging stations.
- Renewable fuel stations (including hydrogen)
- Interior climate control to protect workers health
- Break rooms, bathrooms, kitchen and dining areas, child care
- LEED Platinum Standard
- Insulation
- Solar panels
- All on-site equipment must be electric or zero carbon emission
- Allow only electric or zero carbon emission renewable trucks.
- Bike lane system throughout complex with ample bike racks
- Multi-modal transportation access

WHAT KIND OF USE IS ANTICIPATED

- Cold-Storage, refrigeration
- Fulfillment Center
- Distribution Center
- Traditional
- Automated
- Cross-Dock

Y-23

8

- Consolidated Warehouse
- Hazardous Materials

SPEC OR BUILD TO SUITE:

- Is this project being proposed for a previouslysecured client?
- Is this a SPEC build?

Y-23 (CONT.)

TRAFFIC IMPACT

What kind of traffic impacts on nearby and area streets will result from this project? What is the projected LOS (level of service) ratings for Calimesa, Beaumont, and Pass Area Street System? How much will the project add traffic to I10 and SR60? What are the increased traffic amounts near the project and expanding outward throughout the Pass and the region?

Y-24

CONCLUSION:

In conclusion, this proposed project is fatally flawed. No amount of mitigation can fix the negative impacts of this project on adjacent, nearby, and surrounding residential and other land uses. The project attempts an industrial island surrounded by less intensive, and irreconcilably incompatible land uses.

This project must be denied in its current form and the applicant needs to explore more appropriate land uses for the acreage.

NOTE: PLEASE INCLUDE PRIOR DOCUMENTATION.

Please include my prior comment letters on this project submitted from 2022 to the present into the official record for this projects March 2024 NOA.

I reserve the right to provide additional comments and documents.

Y-25

9

Letter Y Responses to Comments from Ron Roy

Y-1 The commenter opposes the Project and asserts that flaws are incurable through mitigation. The commenter's opposition to the proposed Project is acknowledged and will be considered by the Calimesa City Council and Planning Commission during their deliberations on whether to approve, conditionally approve, or deny approval of the Project. With respect to the specific issues identified by this comment letter, please refer to the responses to Comments Y-2 through Y-24. No further response is required.

Y-2 The commenter alleges that the Project's localized impacts to air quality, noise, traffic, and other issues cannot be mitigated based on a statement issued by the California Attorney General's Office. The commenter is referred to the extensive discussion and analysis of the Project's potential environmental effects as presented in the Project's DEIR. While the commenter is correct that the proposed Project would result in significant and unavoidable impacts due to a conflict with the South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP), due to regional emissions of NO_X and/or VOC, due to greenhouse gas (GHG) emissions, due to a conflict with the California Air Resources Board (CARB) 2022 Scoping Plan, and due to Vehicle Miles Traveled (VMT), it should be noted that none of the Project's unavoidable impacts would represent localized impacts. The Project's localized impacts to sensitive receptors were fully evaluated in the DEIR, which found that localized air quality, hazards/hazardous materials, land use/planning, noise, and lighting impacts would be less than significant with implementation of the regulatory requirements and mitigation measures specified by the DEIR. The Project's unavoidable impacts due to GHGs represents a cumulatively-considerable effect on global climate change and would not directly result in any localized impacts. The Project's impacts due to VMT is the result of the number of miles traveled by Project-related traffic, and does not represent a localized impact to the environment. As this comment does not identify any deficiencies in the DEIR's analysis or conclusions with respect to localized environmental effects, no revision to the DEIR is warranted pursuant to this comment.

Y-3 The commenter states an opinion that the Project does not belong on a property surrounded by residential neighborhoods with schools, retail, and open space land uses, and then lists a number of existing land uses in the local area. As noted in the response to Comment Y-2, the Project's localized impacts to sensitive receptors were fully evaluated in the DEIR, which found that localized air quality, hazards/hazardous materials, land use/planning, noise, and lighting impacts would be less than significant with implementation of the regulatory requirements and mitigation measures specified by the DEIR. As this comment does not identify any localized environmental effects that weren't already addressed by the Project's DEIR, no revision to the DEIR is warranted pursuant to this comment.

Y-4 The commenter asserts that the Project's previously-approved "parcel split" is proposed to somehow minimize disclosure of the Project's environmental effects, states that designating the northeastern portions of the site for truck trailer storage would result in the placement of heavy trucks closer to sensitive receptors, and asserts that the placement of the truck trailer parking areas would concentrate

the Project's primary pollution sources closer to the nearby sensitive receptors. First, the "parcel split" referenced by this comment is assumed to be in reference to a Lot Line Adjustment (LLA) that was approved in approximately April 2021. Prior to approval of the LLA, several of the backyards associated with the adjacent mobile home properties along the southern boundary of the Project site were encroaching into the southern portions of the Project site. In order to address this issue, the Project Applicant processed the LLA to shift the parcel lines to convey the encroachment areas to the adjacent property owners. Thus, the LLA actually resulted in a reduction in the overall size of the Project site, and was not proposed to minimize disclosure of any of the Project's environmental effects. Additionally, as noted in the response to Comment Y-2, the Project's localized impacts to sensitive receptors were fully evaluated in the DEIR, which found that localized air quality, hazards/hazardous materials, land use/planning, noise, and lighting impacts would be less than significant with implementation of the regulatory requirements and mitigation measures specified by the DEIR. Furthermore, it is noted that the truck trailer parking area was specifically designed as a buffer zone between the Project's proposed warehouse uses and existing sensitive receptors in the local area. As this comment does not identify any deficiencies in the DEIR, no revision to the DEIR is warranted pursuant to this comment.

Y-5 The commenter appears to be concerned that the Project's application materials consist of visual depictions of future development on site, and asserts that there were no changes made to the Project between the 2023 Notice of Preparation (NOP) and the date the DEIR was circulated for public review. First, it should be noted that the purpose of distributing an NOP for public review is to solicit feedback from the public regarding the Project's potential environmental effects and the scope of analysis to be included in the DEIR. There is no requirement under CEQA or the CEQA Guidelines requiring projects to be redesigned following public review of an NOP. It is unclear from these comments what the concern is over the Project's application materials. All discretionary projects entail some level of plans and designs on paper in order to identify the intended development concept, and it would not be possible to install infrastructure, foundations, or install concrete tilt-up panels prior to approval of the Project's discretionary applications. As this comment does not identify any deficiencies in the DEIR, no revision to the DEIR is warranted pursuant to this comment.

Y-6 The commenter questions why requests from the community for the relocation of truck parking and loading bays were not accommodated through a revised "proposed development plan," and asserts that it takes little time to create alternative layouts. The Project was designed to place the proposed warehouse uses as far from nearby sensitive receptors as possible, and all Project access driveways have been oriented to Calimesa Boulevard and away from the nearby sensitive receptors. In fact, the current version of the Project was significantly redesigned in response to comments from the community to reduce the amount of warehouse square footage proposed by 382,688 s.f., and thereby materially reduce its overall impacts on the environment. (*See,* DEIR, p. S-7.) Notwithstanding, the commenter's objection to the design of the proposed Project is acknowledged, and will be considered by the City of Calimesa Planning Commission and City Council during their deliberations over whether to approve, approve with conditions, or deny approval of the proposed Project. No further response is required.

Y-7 The commenter expresses an opinion that the number of truck trailer parking stalls is excessive, questions how many truck trips will be generated, and requests that an animation of anticipated truck movements on and around the Project site should be provided for public review. The commenter's opinion that the number of truck trailer parking stalls is excessive is acknowledged. With respect to the number of truck trips, the commenter is referred to DEIR subsection 3.6.2.C, which discloses the amount of traffic, including truck traffic, associated with each of the land use Scenarios studied in the DEIR. It is unclear from this comment how the production of a video animation of anticipated truck movements would inform any of the analysis of the Project's environmental effects. Furthermore, pursuant to CEQA Guidelines Section 15064.3(a), "…a project's effect on automobile delay shall not constitute a significant environmental impact." As such, the Project's potential contribution to traffic congestion in the local area does not comprise a significant impact under CEQA. No further response is necessary.

Y-8 The commenter quotes the applicant's explanation that the trailer parking lot would be under separate ownership and would not consist of warehouse uses, and asserts that pollution source location, rather than legal ownership of the truck trailer parking lots, is the main concern. This comment is acknowledged. First, the City's municipal code requirements restricting warehouse operations from being located less than 500 feet from sensitive receptors is applicable only to warehouse uses, and the Project's proposed truck trailer storage lots would not consist of warehouse uses. The City acknowledges that regardless of whether the truck trailer storage lots are considered warehouse, these uses still would have the potential to result in localized environmental effects, and therefore, all the potential impacts of the operation of the truck trailer parking lots were studied throughout the DEIR, including in all aspects of Section 4.3, *Air Quality*. The commenter is referred to the discussion and analysis presented throughout the Project's DEIR, which demonstrates that with the implementation of mitigation measures, all of the Project's localized impacts, including localized air quality, hazards/hazardous materials, land use/planning, noise, and lighting impacts, would be less than significant. As this comment does not identify any deficiencies with the analysis presented in the Project's DEIR, no revision to the DEIR is warranted pursuant to this comment.

Y-9 The commenter states that by designating the northeastern portions of the Project site for truck trailer storage uses, the DEIR somehow failed to fully evaluate all components of the proposed Project. The commenter is referred to the discussion provided in DEIR Section 3.0, *Project Description*, which provides a comprehensive description of the Project evaluated in the DEIR, including the Project's construction and operational characteristics, and includes a description of the Project's proposed truck trailer storage uses. All components of the Project as described in DEIR Section 3.0 were evaluated throughout the analysis presented in DEIR Section 4.0, *Environmental Analysis*. Thus, the commenter is incorrect in suggesting that the DEIR did not evaluate all components of the proposed Project. No revision to the DEIR is warranted pursuant to this comment.

Y-10 The commenter describes the purpose of warehouse operations, asserts that the truck trailer storage lots would not operate independent from the Project's warehouse uses, and states that a separate application and CEQA-compliance process should be required for the Project's truck trailer storage uses. First, the commenter is advised that the two proposed truck trailer storage lots are subject to

two discretionary applications filed by the Project Applicant, including Development Plan Review 22-09 (DPR 22-09) and Development Plan Review 22-10 (DPR 22-10). The environmental effects of implementing truck trailer storage uses on site pursuant the Project's applications for DPR 22-09 and 22-10 are evaluated throughout the DEIR, including the potential impacts associated with the use of these storage lots by the Project's proposed warehouse buildings, and these truck trailer storage lots are an inherent component of the proposed Project. As such, the Project's two proposed truck trailer storage lots do not comprise a separate project under CEQA, and no additional discretionary approvals or CEQA review would be required for the Project's truck trailer storage lots following City approval of the Project's applications for DPR 22-09 and 22-10. No further response is required.

Y-11 The commenter references the Dodger Stadium and provides statement related to restrictions on the parking lot for the Dodger Stadium. This comment is wholly unrelated to the Project or the Project's potential environmental effects, and as such no response is necessary.

Y-12 The commenter expresses concern over the combined operation of the Project's warehouse buildings and truck trailer storage lots, including concerns related to traffic congestion and potential queuing issues at Project driveways, and asserts that the Project's truck trailer storage uses would serve only the Project's warehouse buildings. The commenter is referred to the response to Comment Y-10, which explains that the Project's truck trailer storage lots are an inherent component of the proposed Project that was evaluated throughout the Project's DEIR. The analyses presented throughout the Project's DEIR account for the potential effects associated with the combined operation of truck trailer storage areas, the Project's proposed warehouse uses, and the Project's residential or church uses. While the commenter is correct that there may be some use of the truck trailer storage areas by future tenants of the Project's warehouse buildings, any such synergy between uses on site merely would serve to reduce the Project's overall traffic-related effects because the travel distance between the on-site warehouse buildings and the truck trailer storage areas would be nominal. By contrast, the DEIR provides a conservative analysis by calculating the number of vehicular trips from the truck trailer storage uses separately from the calculation of the amount of traffic that would be generated by the Project's proposed warehouse uses. Thus, by assuming that the traffic associated with the truck trailer storage lots would be in addition to traffic generated by the Project's warehouse buildings, the DEIR provides a worst-case analysis of potential impacts associated with simultaneous operation of the Project's warehouse buildings and truck trailer storage uses. With respect to the commenter's concerns over truck queuing issues, the commenter is referred to item a. of DEIR Mitigation Measure MM 4.3-8, which states, "[w]arehouse/distribution facilities and trailer storage lots shall be designed to provide adequate on-site parking for commercial trucks and passenger vehicles and on-site approach driveway queuing for trucks that is away from sensitive receptors. Queuing and spill-over of trucks onto surrounding public streets shall be prevented and lease agreements shall specify penalties for truck queuing on Calimesa Boulevard. Lease agreements shall specify that commercial trucks shall not be permitted to park in the public road right-of-way or nearby residential areas." With respect to the commenter's concerns related to traffic congestion, pursuant to CEQA Guidelines Section 15064.3(a), "…a project's effect on automobile delay shall not constitute a significant environmental impact." As such, the Project's potential contribution to traffic congestion in the local area does not comprise a significant impact under CEQA. As this comment

does not identify any deficiencies with the analysis presented in the Project's DEIR, no revision to the DEIR is warranted pursuant to this comment.

Y-13 The commenter asserts that the Project Applicant designed the truck trailer storage areas as a separate use from the Project's warehouse buildings in order to avoid the need to comply with the City of Calimesa's ordinances requiring a minimum 500-foot buffer between warehouse buildings and sensitive receptors, and states that as a result the Project could result in localized air quality impacts affecting nearby sensitive receptors. The commenter is referencing section 18.30.110(B) of the City's Municipal Code, which states, "[n]o warehouse, storage or distribution facility shall be located within 500 feet of any sensitive receptor," and further clarifies that "[t]he distance between any other sensitive receptor and a proposed warehouse, storage or distribution facility shall be determined by measuring the distance from the property line of the proposed facility to the nearest property line of any sensitive receptor." The Project has been designed to ensure that all parcels that would include warehouse, storage, or distribution uses would be located more than 500 feet from the nearest sensitive receptor, in conformance with section 18.30.110(B) of the City's Municipal Code and the proposed OVNSP. However, the Project's proposed truck trailer storage uses are not subject to the provisions of section 18.30.110(B) of the City's Municipal Code. As defined by Chapter 18.10 of the City's Municipal Code, a "'warehouse' means a facility building, facility or other structure for the storage or holding of any goods, wares, merchandise, equipment, building materials, lumber, furniture, household goods, manufactured goods, wholesale products, retail products, and similar types of materials or finished products and commercial or industrial products or equipment of any type or nature, for any length of time, and regardless of whether any of the foregoing items are offered for sale." As also defined by Chapter 18.10, "'Storage' means the use of land or structures for the warehousing, storage, or holding of goods, wares, merchandise, equipment, building materials, lumber, furniture, household goods, manufactured goods, wholesale products, retail products, and similar types of materials or finished products and commercial or industrial products or equipment of any type or nature, for any length of time, and regardless of whether any of the foregoing items are offered for sale." In addition, Chapter 18.10 defines "distribution center" to include "…a warehouse or other specialized building, that may or may not have refrigeration or air conditioning, which is stocked with goods, wares, merchandise, equipment, manufactured goods, wholesale products, retail products, and similar types of materials or finished products and commercial or industrial products or equipment of any type or nature, to be redistributed to retailers, to wholesalers, or directly to consumers." The Project's truck trailer storage uses do not meet any of the definitions provided by the City's Municipal Code for warehouse, storage, or distribution facilities, and as such the Project's truck trailer storage uses are not subject to the provisions of Chapter 18.10 of the City's Municipal Code requiring a minimum 500-foot separation distance from nearby sensitive receptors. Notwithstanding, the Project's localized impacts to sensitive receptors were fully evaluated in the DEIR, which found that localized air quality, hazards/hazardous materials, land use/planning, noise, and lighting impacts would be less than significant with implementation of the regulatory requirements and mitigation measures specified by the DEIR. Accordingly, no revision to the DEIR is warranted pursuant to this comment.

Y-14 The commenter expresses concerns over the Project's potential impacts due to air quality emissions that would be generated as a result of the Project's proposed warehouse buildings. Potential localized impacts associated with the proposed warehouse truck trailer storage uses were evaluated as part of the DEIR, which demonstrates that with the implementation of mitigation measures, the Project would not result in any localized air quality impacts affecting nearby sensitive receptors (see DEIR Subsection 4.3, *Air Quality*). As this comment does not identify any deficiencies with the analysis presented in the DEIR, no revision to the DEIR is warranted pursuant to this comment.

Y-15 The commenter reiterates their concern over treating the Project's proposed truck trailer uses separately from the Project's proposed warehouse uses, alleges that the truck trailer parking lots should be subject to the required separation distance between warehouse uses and nearby sensitive receptors pursuant to section 18.30.110(B) of the City's Municipal Code, and expresses concerns over potential air quality pollutants. The commenter is referred to the response to Comment Y-12, which explains that by treating the truck trailer storage lots separate from the Project's warehouse buildings provides a worst-case analysis of the Project's potential environmental effects because the DEIR does not take any credit for the potential internal capture of traffic that may result from the use of the truck trailer storage lots by future tenants of the Project's warehouse buildings. The commenter also is referred to the response to Comment Y-13, which explains why the Project's proposed truck trailer uses are not subject to the 500-foot separation distance required for warehouse buildings pursuant to section 18.30.110(B) of the City's Municipal Code. In addition, potential localized impacts associated with the proposed warehouse truck trailer storage uses were evaluated as part of the DEIR, which demonstrates that with the implementation of mitigation measures, the Project would not result in any localized air quality impacts affecting nearby sensitive receptors (see DEIR Subsection 4.3, *Air Quality*). As this comment does not identify any deficiencies with the analysis presented in the DEIR, no revision to the DEIR is warranted pursuant to this comment.

Y-16 The commenter urges the City Council to adopt a stronger land use ordinance, such as Beaumont's PLUS program. This comment is acknowledged; however, as this comment is unrelated to the analysis presented in the Project's DEIR, no response is necessary.

Y-17 The commenter expresses concern over the Project's potential impacts due to noise, air quality pollution, traffic congestion, traffic safety, lighting impacts, noise, and vehicular access to existing uses in the area. The commenter is referred to the discussion and analysis presented throughout the DEIR, which demonstrates that with the implementation of mitigation measures, the Project's localized impacts due to noise, air quality, and lighting would be less than significant. With respect to the Project's potential to cause or contribute to traffic congestion, pursuant to CEQA Guidelines Section 15064.3(a), "…a project's effect on automobile delay shall not constitute a significant environmental impact." Additionally, the Project's impacts on safety related to traffic and access were fully analyzed in the EIR. (DEIR, pp. 4.17-32 and -35) The commenter's speculation regarding a potential increase in traffic crashes due to Project traffic contributions is noted. The commenter provides no evidence supporting this speculative comment. The potential for Project traffic to result in hazardous conditions due to incompatible transportation modes and/or hazardous design are addressed in the DEIR: "Although the truck trips that would be generated by the Project have the

potential to conflict with traffic related to residential and school uses, the Project's truck traffic would be routed directly to the I-10 via Calimesa Boulevard and the on-ramps located along Singleton Road and Cherry Valley Boulevard, and Project-related truck trips would be directed away from residential streets. As such, the Project would not result in increased hazards to transportation as a result of incompatible uses, and impacts due to incompatible uses would be less than significant" (DEIR p. 4.17-32, et al.). In addition, the Project would be required to maintain safe and legal access to all surrounding properties during both construction and long-term operation. As this comment does not identify any deficiencies with the analysis presented in the DEIR, no revision to the DEIR is warranted pursuant to this comment.

Y-18 The commenter expresses concerns over the Project's potential operational-related noise impacts, and urges the Project Applicant to consider prohibiting truck operations during nighttime hours. The commenter is referred to the discussion and analysis presented in DEIR Subsection 4.13, *Noise*, which demonstrates that the Project's operational noise levels would not exceed the City's Noise Ordinance standards, including during nighttime hours, thereby resulting in a less-than-significant impact. As this comment does not identify any deficiencies with the analysis presented in DEIR Subsection 4.13, no revision to the DIER is warranted pursuant to this comment.

Y-19 The commenter asserts that the Project would result in light pollution affecting nearby residential uses, especially during nighttime hours, and questions how the Project Applicant would preclude potential lighting impacts. The commenter is referred to the analysis of Threshold d. in DEIR Subsection 4.1, *Aesthetics*. As indicated therein, the Project is designed to adhere to the requirements of the City of Calimesa Municipal Code, including Chapter 18.120 (Regulating Outdoor Lighting). The Project Applicant also would be required to submit a lighting plan to the City prior to the issuance of building permits in order to further demonstrate compliance with these standards. In order to demonstrate compliance with the provisions of Chapter 18.120, the future lighting plans would be required to include a photometric analysis showing that Project lighting would not adversely affect off-site uses. Mandatory compliance with the lighting requirements specified by Chapter 18.120 would ensure that the proposed Project would not adversely affect the day or nighttime views of adjacent properties due to Project-related lighting. With respect to glare impacts, the DEIR notes that while window glazing has the potential to result in minor glare effects, such effects would be minimal because the glass proposed for use by the Project is low-reflective and would not be mirrored. Furthermore, the DEIR notes that unobstructed views of on-site building surfaces utilizing glass would be rare due to the extensive use of landscaping, screen walls, and fences on the Project site. As this comment does not identify any deficiencies in the DEIR's conclusion that the Project's lighting and glare impacts would be less than significant, no revision to the DEIR is warranted pursuant to this comment.

Y-20 The commenter asserts that the floor area ratios (FARs) of the Project's proposed warehouse buildings was not provided and suggests a maximum FAR of 50%. The commenter is referred to Section 3.0 of the Project's DEIR, which identifies both the total building area associated with each of the Project's proposed warehouse buildings, and identifies the total acreage for each warehouse building. Thus, the DEIR provided the information necessary to calculate the FAR for each of the

Project's warehouse buildings. Notwithstanding, the FARs for each of the buildings are presented on the Project's application materials, which show that the FARs would range from 0.33 to 0.42. As the Project already is designed with a lower FAR than the FAR requested by this comment, no revision to the DEIR or the Project's application materials are warranted pursuant to this comment.

Y-21 The commenter proposes reducing the size of the building areas to also reduce the amount of truck stalls, parking spaces, traffic, and pollution. The commenter's preference for smaller warehouse buildings on the Project site is acknowledged. The commenter is referred to the discussion and analysis of the Reduced Project Alternative (RPA), as presented in DEIR Subsection 6.4.3. The RPA would entail development on the site in a manner similar to the proposed Project, but with warehouse building area that is 30% smaller than the warehouse buildings proposed under the Project. The RPA would not meet all of the Project's objectives, and would result in less overall benefits than the Project. However, as part of their deliberations over whether to approve, conditionally approve, or deny approval of the proposed Project, the City of Calimesa Planning Commission and City Council will consider the alternatives presented in Section 6.0 of the DEIR, and may opt to approve one of the Project alternatives in lieu of the proposed Project. No further response is required.

Y-22 The commenter asks how Project trucks will access Interstate 10 (I-10), State Route 60 (SR-60), Calimesa, Yucaipa, and Pass Area streets, and asks if Calimesa has designated "truck routes" as part of its General Plan. The City of Calimesa has not adopted an official list of designated truck routes. The Project has been designed to orient all driveways along Calimesa Boulevard, with a majority of Project-related truck traffic being routed north and south to the I-10 interchanges at Singleton Road and Cherry Valley Boulevard. The Project's proximate access to the I-10 interchanges would ensure full accessibility to all regional circulation facilities, including the facilities referenced by this comment. No further response is required.

Y-23 The commenter questions how the Project would incorporate the latest regulatory standards, lists a number of amenities that could be incorporated to reduce the Project's reliance on fossil fuels, queries what types of uses are anticipated in the Project's warehouse buildings, and asks whether tenants have been identified for the Project's proposed warehouse buildings. The Project would be subject to all applicable regulatory requirements promulgated by the federal government, State of California, City of Calimesa, and other agencies with regulatory authority over the Project. With respect to electric charging stations/renewable fuel, the commenter is referred to the mitigation measures presented in DEIR Subsection 4.3, *Air Quality*, which specify the number of electric vehicle charging stations that would be required, specify the requirements related to renewable energy production on site, require that all on-site equipment must be powered by electricity or equivalent non-zero engines, and promotes infrastructure to support future electrified trucks. With respect to the intended uses of the Project's warehouse buildings, as noted on p. 3-60 of the DEIR, the proposed buildings would operate either as high-cube warehouses or as high-cube parcel hub warehouses. DEIR p. 3-63 also states, "…at the time of preparation of this EIR, the tenants of the proposed business park buildings and truck trailer storage lots were not known." No further response is necessary.

Y-24 The commenter asks how traffic will impact nearby streets, freeways, and regions. With respect to the Project's potential to cause or contribute to traffic congestion, pursuant to CEQA Guidelines Section 15064.3(a), "…a project's effect on automobile delay shall not constitute a significant environmental impact." Notwithstanding, the commenter is referred to the Project's Traffic Analysis ("TA"; EIR *Technical Appendix P*), which demonstrates that with implementation of improvements and payment of fees and fair-share contributions, all study area intersections would operate at an acceptable Level of Service (LOS) D or better. As this comment does not relate to the Project's significant environmental effects (as defined by CEQA), no revision to the DEIR is warranted pursuant to this comment.

Y-25 The commenter makes concluding statements, reiterates the commenter's inaccurate assertion that the Project would result in significant and unavoidable localized environmental impacts, asserts the Project's land uses are incompatible with surrounding land uses, requests the City deny approval of the Project, incorporates by reference the commenter's prior comments provided to the City, and notes that the commenter may have additional comments and/or documents to provide. The commenter is referred to the responses to Comments Y-2 through Y-24, which are responsive to the majority of this comment. Additionally, it is noted that under existing conditions, the City of Calimesa General Plan designates the Project site for "Business Park (BP)," "Light Industrial (LI)," and "Residential Low Medium (RLM)" land uses. Thus, the range of land uses proposed as part of the Project generally are consistent with the range of land uses planned for the site under existing conditions. With respect to land use compatibility, the commenter is referred to the discussion and analysis presented throughout the DEIR, which demonstrates that because the Project would not result in any significant localized environmental effects, the Project's land uses would not represent an incompatible use. The commenter's opposition to the proposed Project is acknowledged, and will be considered by the City of Calimesa Planning Commission and City Council during their deliberations on whether to approve, conditionally approve, or deny approval of the proposed Project. No further response is required.

Comment Letter Z

Subject: FW: Regarding Future for Calimesa
Date: Monday, May 6, 2024 3:17:44 PM

From: Sage Porter <randmlgl@yahoo.com>
Date: May 6, 2024 at 3:02:10 PM PDT
To: Kelly Lucia <klucia@cityofcalimesa.net>
Subject: Regarding Future for Calimesa

Hello, I was told I can comment here regarding the proposed Warehouse projects. The warehouse being built now in Yucaipa up against us is hideous. Our city now already has warehouses on each side. I really think anything but a warehouse or prison would be better or just leaving it the way it is. Z-1

The idea of a town center with an amphitheater and lake was good, we need something like that here like a mini Victoria Gardens or like The River in Rancho Mirage.

More healthy choices of sit down restaurants.

Also been reading about this area being a new wine country, something to help that and have a destination for wineries with vineyards, wine testing, B&Bs, restaurants, shops. It's a great
location right off the freeway on the way to Palm Springs and back.

An Amazon Fresh Grocery store for discounted groceries. Another chained market would be good.

A nice senior community like a Del Webb.

Also dealerships make a lot of tax money for cities.

A micro hospital, medical park.

With keeping in the aesthetics here and all better for morale.

Thank you for your time. Z-2

Letter Z Responses to Comments from Sage Porter

Z-1 The commenter expresses opposition to the proposed Project's warehouse uses, and is concerned that a warehouse built in Yucaipa is aesthetically displeasing. With respect to the Project's potential aesthetic impacts, the commenter is referred to the discussion and analysis presented in DEIR Subsection 4.1, *Aesthetics*, which demonstrates that compliance with the Development Standards and Design Guidelines of the Project's proposed Oak Valley North Specific Plan, as well as the design measures included in the Project's Development Plan Review (DPR) application materials, would ensure that the Project is designed in a manner that visually compatible with land uses in the surrounding area. As this comment does not raise any issues with the environmental analysis provided in the DEIR, no revisions to the DEIR are warranted pursuant to this comment. Notwithstanding, this comment is acknowledged and will be considered by the City of Calimesa Planning Commission and City Council during their deliberations on whether to approve, conditionally approve, or deny approval of the proposed Project. No further response is required.

Z-2 The commenter suggests various desired land uses that could be developed on the Project site. This comment does not raise any issues with the environmental analysis presented in the DEIR; thus, no revisions to the DEIR are warranted pursuant to this comment. Notwithstanding, the commenter's preference for a different land use at the Project site is acknowledged, and will be considered by the City of Calimesa Planning Commission and City Council during their deliberations on whether to approve, conditionally approve, or deny approval of the proposed Project. No further response is required.

Comment Letter AA

Subject: FW: Oak valley north warehouse
Date: Monday, May 6, 2024 10:15:31 AM

From: Donna Littlefield <littlefielddonna@icloud.com>
Sent: Sunday, May 5, 2024 4:42 AM
To: Kelly Lucia <klucia@cityofcalimesa.net>
Subject: Oak valley north warehouse

Thank you for taking my comment.
I have lived here for many years just off of Calimesa Blvd. This project would be awful for us that live in Calimesa because it just does not fit into our surroundings. The roads are not equipped to handle the trucks and the traffic would be awful for us citizens. We already have so much growth that I am not sure what everyone is thinking. The jobs are minimal. They haven't even opened up the one on Singleton Rd due to problems. Please do not let this project go through.
Thank you
Terry Littlefield

Sent from my iPhone

AA-1

Letter AA Responses to Comments from Terry Littlefield

AA-1 The commenter expresses concerns regarding the aesthetics of the Project, the existing conditions of roads, the increase in trucks and traffic, the City's current growth rate, the minimal job creation, and the unopened warehouse in the vicinity of the Project. With respect to aesthetics, the commenter is referred to the analysis of Threshold c. in Subsection 4.1, *Aesthetics,* which demonstrates that compliance with the Development Standards and Design Guidelines of the Project's proposed Oak Valley North Specific Plan, as well as the design measures included in the Project's Development Plan Review (DPR) application materials, would ensure that the Project is designed in a manner that visually compatible with land uses in the surrounding area. Any incremental impacts the Project may have on the condition of roadways in the local area would be addressed through the Project's generation of additional tax revenue within the City, and any increase in roadway maintenance that would result from the proposed Project would not result in any significant environmental effects not already evaluated and disclosed by the Project's DEIR. With respect to the Project's potential to cause or contribute to traffic congestion, pursuant to CEQA Guidelines Section 15064.3(a), "…a project's effect on automobile delay shall not constitute a significant environmental impact." Notwithstanding, the commenter is referred to the Project's Traffic Analysis ("TA"; EIR *Technical Appendix P*), which demonstrates that with implementation of improvements and payment of fees and fair-share contributions, all study area intersections would operate at an acceptable Level of Service (LOS) D or better. Additionally, the City finds that the commenter's characterization of the Project's future estimated jobs as "minimal" is not accurate, as the Project would generate approximately 3,274 jobs (as discussed in DEIR subsection 3.6.2.B). The remaining portions of this comment are unrelated to the Project or the Project's potential environmental effects. As this comment does not identify any deficiencies with the DEIR, no revisions to the DEIR are warranted pursuant to this comment.

Comment Letter BB

U.S. Fish and Wildlife Service
Palm Springs Fish and Wildlife Office
777 East Tahquitz Canyon Way, Suite 208
Palm Springs, California 92262
760-322-2070
FAX 760-322-4648

California Department of Fish and Wildlife
Inland Deserts Region
3602 Inland Empire Blvd., Suite C-220
Ontario, California 91764
909-484-0167
FAX 909-481-2945

In Reply Refer To:
FWS/CDFW-WRIV-24-0108074

August 9, 2024
Sent by email.

Kelly Lucia, Planning Director
City of Calimesa
Planning Department
908 Park Avenue
Calimesa, CA 92320

Subject: Proposed DBESP for Oak Valley North Commerce Center Project, City of Calimesa

Dear Kelly Lucia:

The U.S. Fish and Wildlife Service (Service) and the California Department of Fish and Wildlife (CDFW), hereafter referred to jointly as the Wildlife Agencies, have reviewed the proposed Determination of Biologically Equivalent or Superior Preservation (DBESP) for the Oak Valley North Commerce Center Project (Project), which we received from the City of Calimesa (City) on June 10, 2024. The Wildlife Agencies are providing the following comments as they relate to the Project's consistency with the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), in particular, with the MSHCP Policy for the Protection of Riparian/Riverine and Vernal Pool Resources (MSHCP Section 6.1.2). As discussed below under the headings, **Riparian/Riverine Resources**, **Riparian/Riverine Mitigation Strategy,** and **Wet-Season Fairy Shrimp Survey,** we have concerns regarding the delineation of the MSHCP riparian/riverine resources on site, the mitigation proposed in the DBESP, and missing wet season fairy shrimp surveys.

BB-1

Project Description

The Project is located northeast of Interstate 10 on the northeast side of Calimesa Boulevard about 500 feet southeast of Singleton Road, in the City of Calimesa, Riverside County, California (Assessor Parcel Numbers 413-260-018, 413-280-016, 413-280-018,413-280-021, 413-280-030, 413-280-036, 413-280-037, and 413-280-043). The offsite improvement areas are located within APNs 413-260-014, 413-260-017, 413-260-019, 413-260-020, and 413-260-0521.

The Project is the development of an approximately 95.60-acre business park and light industrial area with four large warehouses and parking, and a high-density residential or church land use area for up to 223 dwelling units. The entire site will be impacted, and all impacts will be permanent. An existing abandoned residence and other remnant structures and equipment present on the site will be removed. No staging areas are planned outside of the Project's development

footprint. The offsite impact areas consist of road improvements along Calimesa Boulevard and Beckwith Avenue adjacent to the southwest and northeast Project site boundaries. Fuel modification and construction staging will occur within the Project boundary.

BB-1 (CONT.)

Riparian/Riverine Resources

Two unnamed streams flow in a general north to south direction across the property, and two additional drainages flow in a southeast to northwest direction, one of which is a manmade drainage ditch running parallel to Calimesa Boulevard near to the southeastern corner, for a total of four unnamed streams (designated as D1, D2, D3, and D4 in the DBESP). According to the DBESP, of the four ephemeral drainages present, three are MSHCP riverine features, while the fourth (D3) is a manmade excavated roadside ditch (0.12 acres) located in the southeast corner. The manmade ditch receives urban runoff and is not connected to natural upstream drainages. The DBESP identifies 0.73 acres of riverine resources on and adjacent to the Project site, consisting of Drainage 1 (0.49 acres), Drainage 2 (0.13 acres), and Drainage 4 (0.11 acres).

However, after reviewing aerial imagery of the Project site, the Wildlife Agencies have identified 1.14 acres of permanent impacts to riparian/riverine resources. Our analysis identified an additional 0.41 acres associated with Drainages 1, 2, and 4 from multiple years of aerial imagery showing flows extending beyond what is currently delineated in the DBESP. A map of the riparian/riverine resources delineated by the Wildlife Agencies is included in the Enclosures at the end of this letter (see Figure 1 and Table 1, below).

Please revise the DBESP to include the additional segments and surface area of the ephemeral riparian/riverine resources, and update the impact and mitigation acreages, accordingly. The Wildlife Agencies can be available for a meeting onsite to discuss riparian/riverine resources if that would be helpful, to coordinate please schedule a site visit the Wildlife Agencies contacts below.

BB-2

Riparian/Riverine Mitigation Strategy

The DBESP states that the Project's anticipated permanent impacts to 0.73 acres of MSHCP riparian/riverine resources will be mitigated through the purchase of a mixture of Establishment, Rehabilitation, and Re-establishment credits at the Riverpark Mitigation Bank (Riverpark) at a 2:1 mitigation-to-impact ratio. The Wildlife Agencies agree that Riverpark is a suitable venue for mitigating the anticipated loss of riparian/riverine resources on the Project site. However, a mitigation-to-impact ratio of 2:1 would not be sufficient mitigation to offset impacts to the riparian/riverine resources found on the development site unless the mitigation credits included a component of at least 1:1 Re-establishment credits so that the Project would avoid causing a "Net Loss" of riparian/riverine acres inside the MSHCP Plan Area, consistent with the longstanding federal and state policies requiring "No Net Loss" of stream/wetland acres as a result of new development projects.

Also, after checking on credit availability at the Riverpark Mitigation Bank (Bank), the Bank currently has no credits available for immediate purchase. If the Project proponent

has not yet secured a reservation on future credits to be purchased at the Riverpark Mitigation Bank or they are not available prior to the expected start of grading, then the Wildlife Agencies recommend replacing Riverpark credits with an applicant-responsible mitigation strategy. If this is the case a DBESP amendment containing the alternative mitigation strategy for riparian riverine resources that are not avoided is required.

Please confirm that Re-establishment credits will be purchased at a minimum 1:1 ratio (1.14 acres) as part of the larger 2:1 purchase of Rehabilitation and Re-establishment credits at the Riverpark Mitigation Bank for a total of 2.82 acres of credits. Wildlife Agencies request that the City condition the project to complete an addendum to the DBESP and present an alternative mitigation strategy such as Applicant-responsible mitigation strategy.

BB-2 (CONT.)

Wet-Season Fairy Shrimp Survey Results

The DBESP identifies ponding water areas present along Calimesa Boulevard and Beckwith Avenue as potentially supporting threatened or endangered species of fairy shrimp. Dry-season fairy shrimp surveys were completed in the Fall of 2023, and the results found the common (unlisted) versatile fairy shrimp (*Branchinectid lendable*) to be present. The DBESP states that the wet-season fairy shrimp survey (Fall 2023 through Spring 2024) has not been finished; therefore, the results were not provided in the DBESP. Thus, the DBESP currently lacks a complete accounting as to whether or not threatened and endangered species of fairy shrimp are present or not on the Project site and/or the offsite impact areas.

The DBESP proposes that, should listed species of fairy shrimp be found within the Project boundaries prior to the start of construction grading operations, the Project would purchase wetland habitat Preservation mitigation credits from the Barry Jones (Skunk Hollow) Wetland Mitigation Bank or a mitigation bank that is determined to be acceptable to the City of Calimesa Planning Department, USFWS, and CDFW in an amount not less than three acres for every one acre of impacted occupied pools.

However, the Barry Jones Wetland Mitigation Bank does not have credits for the threatened and endangered species of fairy shrimp, only habitat credits to offset impacts to habitats. An alternative strategy to offset Project impacts to listed fairy shrimp will be needed if listed species of fairy shrimp are present. Please note there are no current mitigation banks with the MSHCP boundary that have listed fairy shrimp mitigation credits.

Please provide the wet-season fairy shrimp survey results and an amendment to the DBESP to address any anticipated effects to listed fairy shrimp if they were detected during wet season surveys.

BB-3

Conclusion

Please confirm that 1.14 acres of re-establishment and 1.14 acres of rehabilitation mitigation credits at Riverpark Mitigation Bank will be purchased prior to ground disturbance and that if those credits are not available, an amendment to the DBESP with an alternative mitigation

BB-4

strategy will be provide the Wildlife Agencies for review and response. We are available to work with you to develop an applicant responsible mitigation strategy if it is needed. Please also provide the wet season fairy shrimp survey results and if listed fairy shrimp were detected, a DBESP amendment with an applicant responsible mitigation strategy to address any unavoidable impacts to the listed fairy shrimp for our review and response.

We request the at the City condition the Project to require proof of purchase of the mitigation credits specified above or an agreed upon alternative mitigation strategy and verification that either listed fairy shrimp were not detected during 2023/2024 wet season survey or an applicant responsible mitigation strategy for unavoidable impacts to listed fairy shrimp has been implemented.

BB-4
(CONT.)

We appreciate the opportunity to provide comments on this DBESP and look forward to continuing to work with the City of Calimesa on this Project. If you have any questions or comments regarding this letter, please contact James Thiede of the Service at james_thiede@fws.gov or Breanna Machuca of CDFW at breanna.machuca@wildlife.ca.gov.

Sincerely,

KARIN CLEARY-ROSE
Digitally signed by KARIN CLEARY-ROSE
Date: 2024.08.09 15:40:34 -07'00'

for
Brian Croft
Assistant Field Supervisor
U.S. Fish and Wildlife Service

DocuSigned by:
Carly Beck
FAC3969253B145B...

for
Kim Freeburn
Environmental Program Manager
California Department of Fish and Wildlife

cc:
Claudia Tenorio, Santa Ana Regional Water Quality Control Board
Tricia Campbell, Regional Conservation Authority

Enclosure:

Figure 1. Riparian/Riverine Resources identified by the Wildlife Agencies on the Oak Valley North site.

Table 1.
MSHCP Riparian/Riverine Resources Identified by the Wildlife Agencies on the Oak Valley North Project Site.

Stream	Applicant's Delineation (acres)	Wildlife Agencies' Delineation (acres)
D1	0.49	0.59
D2	0.13	0.14
D4	0.11	0.41
Total	**0.73**	**1.14**

Letter BB Responses to Comments from United States Fish and Wildlife Service and California Department of Fish and Wildlife

BB-1 This comment letter was received on August 9, 2024, which was well after the conclusion of the public review period for the Project's DEIR, which concluded on May 6, 2024. Notwithstanding, this letter is being included as part of this Final EIR and the individual comments provided by this letter are addressed below. The commenter provides introductory comments expressing concern over the Project's compliance with Section 6.1.2 of the MSHCP. The commenter provides an accurate summary of the proposed Project. Please refer to the responses to Comments BB-2 through BB-4, which are responsive to the concerns identified by this comment letter. No further response is necessary.

BB-2 The commenter cites the information provided in the DEIR with respect to the four unnamed streams on site (drainages D1 through D4 in the Project's DBESP), and summarizes the impacts to these drainages as described in the DEIR. The commenter then asserts that the Wildlife Agencies have identified an additional 0.41-acre of riverine areas associated with Drainages 1, 2, and 4 based on a review of historic aerial photographs. The commenter also notes that while the Wildlife Agencies agree that purchasing mitigation credits for the Project's impacts to riparian/riverine resources is suitable mitigation for the Project's impacts, the commenter notes that the required 2:1 mitigation ratio would not be sufficient without the inclusion of at least 1:1 re-establishment credits, and further notes that there likely are no mitigation credits currently available at the Riverpark Mitigation Bank. The commenter then requests confirmation that the mitigation would include a minimum 1:1 ratio for re-establishment credits, and requests that the City also condition the Project to require a Project applicant-defined mitigation strategy in the event there are not sufficient mitigation credits available at the Riverpark Mitigation Bank.

The Project's biologist disagrees that the jurisdictional delineation should be based on historic aerial photos, as the areas mapped as part of the Project's biological technical reports reflect the results of jurisdictional delineations/field surveys conducted in 2023 and 2024. Notwithstanding, out of an abundance of caution, , in order to be as protective of the environment and as conservative as possible, the Project Applicant has agreed to revise the Final EIR and associated technical studies pursuant to the Wildlife Agencies' comments. Accordingly, DEIR Subsection 4.4 has been updated as follows, with corresponding revisions made to the Project's Jurisdictional Delineation and DBESP (EIR *Technical Appendices E3 and E5*, respectively), which very likely overestimate the Project's actual potential impacts:

- The discussion in DEIR subsection 4.4.8.F.1 and DEIR Table 4.4-2 have been updated to increase the size of Drainage 1 from 0.49-acre to 0.59-acre; to increase the size of Drainage 2 from 0.13-acre to 0.14-acre; and to increase the size of Drainage 4 from 0.11-acre to 0.41-acre.
- The analysis of Threshold c. in DEIR subsection 4.4.11 has been revised to increase the acreage of impact to CDFW streambed/State waters from 0.86-acre (inclusive of 0.73-acre of riverine resources) to 1.26 acres (inclusive of 1.14 acres of riverine resources).

- The discussion of Project consistency with MSHCP Section 6.1.2 under the analysis of Threshold f. within DEIR subsection 4.4.11 has been revised to increase the acreage for Drainages 1, 2, and 4 (as described above), and to increase the acreage of Project impacts to MSHCP Section 6.1.2 resources from 0.73-acre to 1.14 acres.
- The discussion of the Project's cumulatively-considerable impacts to biological resources in DEIR subsection 4.4.12 has been revised to reflect the changes noted above.
- The summary of the Project's impacts prior to mitigation in DEIR subsection 4.4.13 for Thresholds c. and f. have been updated to reflect the changes discussed above, including the increase in acreage of Project impacts to CDFW streambed/State waters (from 0.86-acre to 1.26 acres) and the increase in impacts to MSHCP Section 6.1.2 resources (from 0.73-acre to 1.14 acres).
- Regulatory Requirement RR 4.4-2 in DEIR subsection 4.4.14 has been updated to reflect the changes discussed above, including the increase in acreage of Project impacts to CDFW streambed/State waters (from 0.86-acre to 1.26 acres) and the increase in impacts to MSHCP Section 6.1.2 resources (from 0.73-acre to 1.14 acres).
- Mitigation Measure MM 4.4-6 in DEIR subsection 4.4.15 has been revised to increase the stated acreage of impacts to CDFW streambed/State waters (from 0.86-acre to 1.26 acres) and the increase in impacts to MSHCP Section 6.1.2 resources (from 0.73-acre to 1.14 acres), and to update the minimum required 2:1 mitigation acreage (from 1.72 acres to 2.52 acres). In addition, Mitigation Measure MM 4.4-6 has been revised to include contingent mitigation in the event that mitigation credits are not available at the existing approved mitigation banks. The contingent mitigation would require the Project Applicant to prepare, and receive approval from the City of Calimesa and the Wildlife Agencies, for a Habitat Mitigation Plan (HMP). The revised mitigation requires that the HMP must provide equal or greater functional value to the avoidance of 1.26 acres of CDFW streambed/State waters and 1.14 acres of MSHCP riverine habitat as required by Section 6.3.2 of the MSHCP, Volume I.
- The discussion of the Project's level of significance after mitigation in DEIR subsection 4.4.16 has been updated for Thresholds c. and f. to reflect the changes to the Project's impact acreage and mitigation obligations as discussed above.
- Corresponding revisions also were made to the Project's Mitigation Monitoring and Reporting Program (Table S-3 in DEIR Subsection S.0).

With respect to the commenter's assertion that the mitigation proposed for the Project's impacts to MSHCP riparian/riverine resources must include re-establishment credits at a minimum 1:1 ratio, DEIR Mitigation Measure MM 4.4-6 already imposed this requirement. Specifically, Mitigation Measure MM 4.4-6 already is clear that "[m]itigation purchased shall consist of **no less than 1:1 re-establishment credits** plus no less than 1:1 rehabilitation credits, and/or as otherwise specified by the Project's 1602 Streambed Alteration Agreement (SAA) to be issued by the CDFW" (*emphasis added*). Thus, no further revision to Mitigation Measure MM 4.4-6 is warranted pursuant to this comment, beyond the revisions noted above. As the Project Applicant has agreed to the commenter's requests, no further response is necessary.

BB-3 The commenter notes that the DEIR that was released for public review and the Project's DBESP did not include the results of the wet season survey results for fairy shrimp. The commenter notes that the DEIR included mitigation requiring the purchase of appropriate credits at the Barry Jones Wetland Mitigation Bank in the event the results of the wet season surveys identify the presence of sensitive fairy shrimp species, but notes that this mitigation bank does not have credits for the threatened and endangered species of fairy shrimp, and only has habitat credits to offset impacts to habitats. As such, the Wildlife Agencies recommend identifying an alternative mitigation strategy in the event the results of the wet season fairy shrimp surveys are positive. While the commenter is correct that wet season fairy shrimp surveys were in progress at the time the Project's DEIR was circulated for public review, the wet season surveys for fairy shrimp since have been completed, and the results of the wet season surveys are reported in the Project's Fairy Shrimp Report (*Technical Appendix E9* to the Project's Final EIR), with corresponding revisions also made to the Project's DBESP (DEIR *Technical Appendix E5*). The results indicated that mature fairy shrimp were present in only one feature (feature OV-03), but were identified as the Lindahl's fairy shrimp (*Branchinecta lindahli*), which is a common species of fairy shrimp and is not federally-listed as Endangered or Threatened. No fairy shrimp species that are federally-listed as Endangered or Threatened were identified during the wet and dry fairy shrimp surveys. Accordingly, because the Project site and off-site improvement areas do not support any fairy shrimp species that are federally-listed as Endangered or Threatened, no impact to fairy shrimp would occur as a result of the Project and no mitigation measures would be required. Therefore, Mitigation Measure MM 4.4-3 from the Draft EIR, which required completion of wet season surveys prior to certification of the Project's Final EIR, no longer is required and has been deleted as part of this Final EIR. Accordingly, there no longer is a need to identify alternative mitigation strategies for potential impacts to Endangered or Threatened fairy shrimp, as no such impacts would occur. Thus, no revision to the DEIR is warranted pursuant to this comment, beyond the removal of Mitigation Measure MM 4.4-3 from the Final EIR.

BB-4 The commenter requests confirmation that 1.14 acres of re-establishment and 1.14 acres of rehabilitation mitigation credits at Riverpark Mitigation Bank will be purchased prior to ground disturbance and that if those credits are not available, an amendment to the DBESP with an alternative mitigation strategy will be provide the Wildlife Agencies for review and response. The commenter also requests that the Wildlife Agencies be provided with a copy of the wet season fairy shrimp survey results, and a revised DBESP should the wet season surveys identify Endangered or Threatened fairy shrimp. The commenter further urges the City to require proof of purchase of the mitigation credits, as well as alternative mitigation strategies for potential Project impacts to Endangered or Threatened fairy shrimp. The commenter then thanks the City for the opportunity to provide comments on the Project's DBESP, and provides contact information for any questions or comments.

These comments are acknowledged. As noted in the response to Comment BB-2, the Project's biologist disagrees that the jurisdictional delineation should be based on historic aerial photos, as the areas mapped as part of the Project's biological technical reports reflect the results of field surveys conducted in 2023 and 2024. Notwithstanding, out of an abundance of caution, the Project Applicant has agreed to revise the Final EIR and associated technical studies pursuant to the Wildlife Agencies' comments. Specifically, Mitigation Measure MM 4.4-6 in DEIR subsection 4.4.15 has been revised

to increase the stated acreage of impacts to CDFW streambed/State waters (from 0.86-acre to 1.26 acres) and the increase in impacts to MSHCP Section 6.1.2 resources (from 0.73-acre to 1.14 acres), and to update the required 2:1 mitigation acreage (from 1.72 acres to 2.52 acres). In addition, Mitigation Measure MM 4.4-6 has been revised to include contingent mitigation in the event that mitigation credits are not available at approved mitigation banks. The contingent mitigation would require the Project Applicant to prepare, and receive approval from the City of Calimesa and the Wildlife Agencies, for an HMP. The revised mitigation requires that the HMP must provide equal or greater functional value to the avoidance of 1.26 acres of CDFW streambed/State waters and 1.14 acres of MSHCP riverine habitat, as required by Section 6.3.2 of the MSHCP, Volume I. Additionally, Mitigation Measure MM 4.4-6 already imposes a requirement that re-establishment mitigation credits are required at a minimum 1:1 ratio. In addition, and as noted in the response to Comment BB-3, the results of the Project's wet season survey for fairy shrimp did not identify any Endangered or Threatened species; thus, the Project would not result in any impacts to Endangered or Threatened fairy shrimp, and no mitigation is required. The City thanks the Wildlife Agencies for their comments, and will direct any questions or comments to the individuals at the contact information provided by this comment. No further response is necessary.

F.3 ADDITIONS, CORRECTIONS, AND REVISIONS TO THE DEIR

Substantive changes made to the text, tables, and/or exhibits of the DEIR in response to public comments are itemized in Table F-2, *Errata Table of Additions, Corrections, and/or Revisions to the DEIR*. Additions are shown in Table F-2 as underline text and deletions shown as ~~stricken~~ text. Minor changes to the DEIR (e.g., corrections of non-substantive typographical errors) are not listed in Table F-2. No corrections or additions made to the DEIR are considered substantial new information requiring recirculation or additional environmental review under CEQA Guidelines Section 15088.5.

Table F-2 Errata Table of Additions, Corrections, and/or Revisions to the DEIR

Page(s)	Section(s)	Additions, Corrections, and/or Revisions to the DEIR
S-4, S-5, 3-3, 3-50	S.2.3, 3.1, and 3.5.5	The number of truck trailer storage spaces associated with Trailer Storage Lot 1 has been revised throughout to reflect the final plans for Trailer Storage Lot 1, which includes a total of 232 truck trailer parking spaces (and not 251 truck trailer parking stalls as described in the Draft EIR.
4.1-7	4.1.4	The description of the proposed maximum building height under the analysis of Threshold a. in DEIR Subsection 4.1, *Aesthetics*, has been modified to reflect the fact that the maximum building height for the Project's proposed warehouse buildings would be 55 feet, not 50 feet as stated in the DEIR. However, this minor correction does not change the analysis or conclusion presented under Threshold a. because the conclusion that the proposed buildings would not affect any distant views of scenic resources remains valid given that the Project site occurs at a much lower elevation as compared to existing lands to the north, east, and southeast. The following revision was made on p. 4.1-7 of the Final EIR: *Additionally, the maximum building height proposed for the Project is 55 feet, meaning that the Project would not affect any distant views of scenic resources within the Project's viewshed.*
4.3-89 and 4.8-34	4.3.8 and 4.8.8	In response to public comments on the DEIR, Mitigation Measures MM 4.3-1 and MM 4.8-4 have been revised to ensure that the roofs of the Project's warehouse buildings are outfitted with the maximum number of solar photovoltaic panels as is feasible, as follows: MM 4.3-1 Prior to issuance of shell building permits and tenant improvement building permits for the warehouse buildings, the City of Calimesa shall verify that the buildings will accommodate renewable energy production on-site (e.g., through solar panels or other "clean" technologies). The roofs of warehouse buildings shall be outfitted with a solar photovoltaic system of the maximum size feasible given building tenant electrical demands, applicable Building Code requirements, clearance requirements around skylights and roof-mounted equipment, SCE interconnection regulations, transformer capacity, and other applicable code compliance constraints. Prior to issuance of a certificate of occupancy for the tenant, the City shall verify that the roof-mounted solar photovoltaic systems are either installed, or that the systems have been ordered and are scheduled to be installed within 6 months of tenant occupancy. The number of solar panels shall ~~to~~ offset, at a minimum, the anticipated energy demands of the office portions of the warehouse buildings, and at maximum not exceeding the available total Kilovolt-Amperes (kVA) used to service the building by a Southern

Table F-2 Errata Table of Additions, Corrections, and/or Revisions to the DEIR

Page(s)	Section(s)	Additions, Corrections, and/or Revisions to the DEIR
		California Edison (SCE) final approved drawing showing the transformer size and capacity. The size of the transformer shall be determined by SCE in their final engineered drawings for construction of the project. If the transformer size cannot be determined during the shell building permit issuance, then this condition for rooftop solar shall be deferred to the tenant improvement building permit and to any subsequent tenant improvement permits as the tenant's transformer load may change. Utilizing the transformer capacity, the appropriate number of solar panels shall be included with the related building permits to ensure their installation and operation. As it relates to the shell building permit, the roof shall be designed to accommodate rooftop mounted solar panels. As part of the building permit application, the Project Applicant shall provide calculations to disclose the anticipated energy demands of the warehouse buildings' office spaces, and shall demonstrate that the solar panels proposed as part of the building permits are sufficiently sized to meet 100% of the office space energy demands. MM 4.8-4 Prior to issuance of shell building permits and tenant improvement building permits for the warehouse buildings, the City of Calimesa shall verify that the buildings will accommodate renewable energy production on-site (e.g., through solar panels or other "clean" technologies). The roofs of warehouse buildings shall be outfitted with a solar photovoltaic system of the maximum size feasible given building tenant electrical demands, applicable Building Code requirements, clearance requirements around skylights and roof-mounted equipment, SCE interconnection regulations, transformer capacity, and other applicable code compliance constraints. Prior to issuance of a certificate of occupancy for the tenant, the City shall verify that the roof-mounted solar photovoltaic systems are either installed, or that the systems have been ordered and are scheduled to be installed within 6 months of tenant occupancy. The number of solar panels shall ~~to~~ offset, at a minimum, the anticipated energy demands of the office portions of the warehouse buildings, and at maximum not exceeding the available total Kilovolt-Amperes (kVA) used to service the building by a Southern California Edison (SCE) final approved drawing showing the transformer size and capacity. The size of the transformer shall be determined by SCE in their final engineered drawings for construction of the project. If the transformer size cannot be determined during the shell building permit issuance, then this condition for rooftop solar shall be deferred to the tenant improvement building permit and to any subsequent tenant improvement permits as the tenant's transformer load may change. Utilizing the transformer capacity, the appropriate number of solar panels shall be included with the related building permits to ensure their installation and operation. As it relates to the shell building permit, the roof shall be designed to accommodate rooftop mounted solar panels. As part of the building permit application, the Project Applicant shall provide calculations to disclose the anticipated energy demands of the warehouse buildings' office spaces, and shall demonstrate that the solar panels

Table F-2 Errata Table of Additions, Corrections, and/or Revisions to the DEIR

Page(s)	Section(s)	Additions, Corrections, and/or Revisions to the DEIR
		proposed as part of the building permits are sufficiently sized to meet 100% of the office space energy demands.
4.3-90 and 4.8-37	4.3.8 and 4.8.8	In response to comments on the DEIR, Mitigation Measures MM 4.3-5 and MM 4.8-11 have been revised to require the Project Applicant to provide future tenants with information about CARB's Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP), as follows: MM 4.3-5 In order to promote alternative fuels, and help support "clean" truck fleets, as part of future lease agreements the developer/successor-in-interest shall be required to provide building occupants with information related to SCAQMD's Carl Moyer Program, CARB's Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP), and/or other such programs that promote truck retrofits or "clean" vehicles and information including, but not limited to, the health effect of diesel particulates, benefits of reduced idling time, CARB regulations, and importance of not parking in residential areas. Tenants shall be notified about the availability of: 1) alternatively fueled cargo handling equipment; 2) grant programs for diesel-fueled vehicle engine retrofit and/or replacement; 3) designated truck parking locations in the project vicinity; 4) access to alternative fueling stations proximate to the site that supply compressed natural gas; and 5) the United States Environmental Protection Agency's SmartWay program. MM 4.8-11 In order to promote alternative fuels, and help support "clean" truck fleets, as part of future lease agreements the developer/successor-in-interest shall be required to provide building occupants with information related to SCAQMD's Carl Moyer Program, CARB's Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP), and/or other such programs that promote truck retrofits or "clean" vehicles and information including, but not limited to, the health effect of diesel particulates, benefits of reduced idling time, CARB regulations, and importance of not parking in residential areas. Tenants shall be notified about the availability of: 1) alternatively fueled cargo handling equipment; 2) grant programs for diesel-fueled vehicle engine retrofit and/or replacement; 3) designated truck parking locations in the project vicinity; 4) access to alternative fueling stations proximate to the site that supply compressed natural gas; and 5) the United States Environmental Protection Agency's SmartWay program.
S-25 through S-33; 4.4-1 through 4.4-63; and 7-2 and 7-20	S.0, 4.4, 7.0	Wet season fairy shrimp surveys were in progress at the time this Draft EIR was published, but since have been completed, and the results of the wet season surveys are reported in the Project's Fairy Shrimp Report (*Technical Appendix E9* to the Project's Final EIR). The results indicated that mature fairy shrimp were present in only one feature (feature OV-03), but were identified as the Lindahl's fairy shrimp (Branchinecta lindahli), which is a common species of fairy shrimp and is not federally-listed as Endangered or Threatened. No fairy shrimp species that are federally-listed as Endangered or Threatened were identified during the wet and dry fairy shrimp surveys. Accordingly, because the Project

Table F-2 Errata Table of Additions, Corrections, and/or Revisions to the DEIR

Page(s)	Section(s)	Additions, Corrections, and/or Revisions to the DEIR
		site and off-site improvement areas do not support any fairy shrimp species that are federally-listed as Endangered or Threatened, no impact to fairy shrimp would occur as a result of the Project and no mitigation measures would be required. Therefore, because no federally-listed fairy shrimp were identified on site or within the Project's off-site improvement areas, Mitigation Measure MM 4.4-3 from the Draft EIR no longer is required, which required completion of wet season surveys prior to certification of the Project's Final EIR. Accordingly, the following revisions have been made to the Final EIR to reflect the negative wet and dry season survey results:
S-25	Table S-1 (Section S.0)	The following statement under the summary of impacts in EIR Table S-1 has been deleted, as Mitigation Measure MM 4.4-3 no longer is required: ~~Implementation of MM 4.4-3 would ensure that listed fairy shrimp and that any fairy shrimp, if present, are either conserved or mitigated through purchase of preservation credits at mitigation bank.~~
S-32 and S-33	Table S-1 (Section S.0)	Mitigation Measure MM 4.4-3 no longer is required, and has been deleted: ~~**MM 4.1-1** Prior to certification of the Project's Final Environmental Impact Report (FEIR), the City shall verify that wet season fairy shrimp surveys have been completed. If survey results are positive, then prior to Project approval the City shall require that the Project's application materials be revised to preserve as natural open space at least 90 percent of the occupied portions of the property that provide for long-term conservation value for the fairy shrimp. Alternatively, if survey results are positive, the City shall add a condition of approval requiring that prior to issuance of grading permits, the Project Applicant shall provide evidence to the City of Calimesa that appropriate mitigation credits have been purchased at a ratio of 3:1 (preserved habitat : occupied habitat) at a mitigation bank that is acceptable to the City of Calimesa Planning Department, USFWS, and CDFW, such as the Skunk Hollow / Berry Jones Mitigation Bank. In the event that the wet season survey results are negative, then no mitigation would be required.~~
4.4-1	4.4	A reference to the Project's Fairy Shrimp Report has been added as follows: • "Oak Valley North Project Fairy Shrimp Wet and Dry Season Final Report" (herein, "Fairy Shrimp Report"), prepared by *Huffman Environmental*, dated June 2024, and included as Technical Appendix E9 to this EIR (Huffman, 2024).
4.4-2	4.4.1	The text discussing fairy shrimp surveys has been updated to reflect the completion of the Fairy Shrimp Report, as follows: …(6) a wet and dry season protocol fairy shrimp survey (note: a wet season protocol survey was underway at the time this Draft EIR was published, but has since been completed)…
4.4-13	4.4.1.D.1	The discussion of fairy shrimp on EIR p. 4.4-13 has been updated to reflect the results of the Fairy Shrimp Report, as follows:

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		A habitat assessment conducted in 2023 found ten features within the Project site with evidence of ponding water suitable to support fairy shrimp. These features consist of tire ruts and tracks, low-lying areas within dirt roads, and ditches (refer to Figure ~~11~~ 3 of the Project's Fairy Shrimp Report~~BRA~~, included as *Technical Appendix E9~~1~~* to the Project's Final EIR). Refer to Subsections 3.3 through 3.5 of the Project's Fairy Shrimp Report for a detailed description of the dry season survey methodology, which was conducted in accordance with USFWS protocol. A dry season focused fairy shrimp survey was conducted in October 2023. Examination of the dry season samples found fairy shrimp cysts in samples from two of the features (OV-34 and OV-5). The cysts were cultured and the resulting nauplii (larval fairy shrimp) were raised to the point where they had matured sufficiently to be identified to species. Only the common versatile fairy shrimp (*Branchinecta lindahli*; also known as Lindahl's fairy shrimp) was found in the dry season samples. ~~Additional details regarding the dry season survey results can be found in the dry season fairy shrimp survey report in Appendix K to the Project's BRA (*Technical Appendix E1)*. (L&L, 2024a, pp. 65-66)~~ Wet season surveys were in progress at the time this Draft EIR was published, but since have been completed, and the results of the wet season surveys are reported in the Project's Fairy Shrimp Report (*Technical Appendix E9* to the Project's Final EIR). Refer to Subsections 3.3 through 3.5 of the Project's Fairy Shrimp Report for a detailed description of the wet season survey methodology, which was conducted in accordance with USFWS protocol. In summary, beginning on January 11, 2024, the 11 ponding features at the Project site were sampled at seven-day intervals until all features were dry by May 4, 2024, marking the end of the wet season in the local area. Collected specimens were vouchered and scheduled to be delivered at the nearest approved repository. The results indicated that mature fairy shrimp were present in feature OV-03, but were identified as the Lindahl's fairy shrimp (*Branchinecta lindahli*), which is a common species of fairy shrimp and is not federally-listed as Endangered or Threatened. Feature OV-05, which had positive results for fairy shrimp during dry season sampling, did not receive enough precipitation to sustain fairy shrimp life cycles. All other features were negative for the presence of fairy shrimp. (Huffman, 2024, pp. 2-3, 5) ~~The wet season surveys have been consistent with the dry season surveys, and no additional potential impacts have been identified to date. Only the common versatile fairy shrimp has been identified at the time this Draft EIR was published. Surveys will be completed at the end of the wet season in early 2024, and will be publicly available when complete, as well as incorporated into the Final EIR. (L&L, 2024a, p. 66)~~
4.4-23	4.4.1.F.2	The discussion of vernal pools on p. 4.4-23 has been revised to reflect the results of the Fairy Shrimp Report, as follows: ***2. Vernal Pools*** Soil types mapped within the Project's Survey Area are not consistent with an alkali playa or vernal pool complex. Naturally occurring vernal pool depressions or associated native vernal pool vegetation were not observed within the Project's Survey Area. Pools or depressions characteristic of vernal habitat were not observed

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		within the Project's Survey Area and no wetland or vernal pool plant species were present. No evidence of ponding (i.e., cracked soils, tire ruts, etc.) was observed within the Project site during surveys conducted in 2021 and 2022, although ponded water was observed in off-site areas along Calimesa Boulevard and Beckwith Avenue during 2023 surveys. No MSHCP species listed for protection associated with riparian/riverine areas and vernal pools were observed. Potential fairy shrimp habitat, however, was observed in off-site areas during 2023 surveys. Fairy shrimp surveys were initiated in Fall 2023 and the dry season survey found only the common versatile fairy shrimp. Wet season surveys ~~are~~ were in progress at the time this Draft EIR was published, but since have been completed. ~~and have also found only the common versatile fairy shrimp through February 2024.~~ Beginning on January 11, 2024, the 11 ponding features at the Project site were sampled at seven-day intervals until all features were dry by May 4, 2024, marking the end of the wet season at the Project site. The results indicated that mature fairy shrimp were present in feature OV-03, but were identified as the Lindahl's fairy shrimp (*Branchinecta lindahli*), which is a common species of fairy shrimp and is not federally-listed as Endangered or Threatened. Feature OV-05, which had positive results for fairy shrimp during dry season sampling, did not receive enough precipitation to sustain fairy shrimp life cycles. All other features were negative for the presence of fairy shrimp. ~~Wet season surveys will be completed in early 2024.(L&L, 2024a, p. 82)~~
4.4-35	4.4.4 (Threshold a.)	The discussion of Project impacts to fairy shrimp and associated impact conclusion have been revised to reflect the results of the Project's Fairy Shrimp Report, as follows: ❑ **Fairy Shrimp** There is no naturally-occurring vernal pool habitat on the site. However potential habitat for listed fairy shrimp species was observed in the form of ponding water in tire tracks and similar man-made features. Ponding water was observed in offsite impact areas along Calimesa Boulevard and Beckwith Avenue during surveys in 2023. ~~F~~Dry season fairy shrimp surveys were initiated in Fall 2023 and the dry season survey found only the common versatile fairy shrimp (*Branchinecta lindahli*). Wet season surveys ~~are~~ were in progress at the time this Draft EIR was published, but since have been completed. The results indicated that mature fairy shrimp were present in only one feature (feature OV-03), but were identified as the Lindahl's fairy shrimp (*Branchinecta lindahli*), which is a common species of fairy shrimp and is not federally-listed as Endangered or Threatened. No fairy shrimp species that are federally-listed as Endangered or Threatened were identified during the wet and dry fairy shrimp surveys. Accordingly, because the Project site and off-site improvement areas do not support any fairy shrimp species that are federally-listed as Endangered or Threatened, no impact to fairy shrimp would occur as a result of the Project and no mitigation measures would be required. ~~and also have found only the common versatile fairy shrimp through February 2024. Wet season surveys will be completed in early 2024. If listed fairy shrimp species are present, individuals or cysts (eggs), as well as occupied habitat, could be damaged or destroyed by construction activities. Accordingly, the Project has the potential to result in a significant impact to fairy shrimp and mitigation would be required.~~(L&L, 2024a, p. 91; Huffman, 2024, pp. 4-5)~~(L&L, 2024a, p. 91)~~

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4.4-43	4.4.4 (Threshold f.)	The discussion of Project impacts to fairy shrimp and associated impact conclusion for Threshold f. have been revised to reflect the results of the Project's Fairy Shrimp Report, as follows: There is no naturally occurring vernal pool habitat on the site; however, ponding water was observed in offsite impact areas along Calimesa Boulevard and Beckwith Avenue during surveys in 2023, due to manmade ditches and similar features caused by human disturbance. Fairy shrimp surveys were initiated in Fall 2023 and the dry season survey found only the common versatile fairy shrimp (*Branchinecta lindahli*). Wet season surveys ~~are~~ were in progress at the time this Draft EIR was published, but since have been completed. The results indicated that mature fairy shrimp were present in only one feature (feature OV-03), but were identified as the Lindahl's fairy shrimp (*Branchinecta lindahli*), which is a common species of fairy shrimp and is not federally-listed as Endangered or Threatened. No fairy shrimp species that are federally-listed as Endangered or Threatened were identified during the wet and dry fairy shrimp surveys. Accordingly, because the Project site and off-site improvement areas do not support any fairy shrimp species that are federally-listed as Endangered or Threatened, no impact to fairy shrimp would occur as a result of the Project and no mitigation measures would be required.~~and have also found only the common versatile fairy shrimp through February 2024. Wet season surveys will be completed in early 2024. If listed fairy shrimp species are present, individuals or cysts (eggs), as well as occupied habitat, could be damaged or destroyed by construction activities. Accordingly, the Project has the potential to result in a significant impact to fairy shrimp and mitigation would be required.~~ (L&L, 2024a, p. 91; Huffman, 2024, pp. 4-5) ~~(L&L, 2024a, p. 91)~~
4.4-47	4.4.5	The discussion of the Project's potential cumulatively-considerable impacts to sensitive wildlife species in EIR subsection 4.4.5 has been revised to reflect the results of the Project's Fairy Shrimp Report, as follows: As also indicated under the analysis of Threshold a., Project construction activities have the potential to result in impacts to the burrowing owl, nesting birds, Crotch's bumble bee, ~~fairy shrimp,~~ and special-status bats. As other developments within the cumulative study area also have the potential to result in impacts to special-status wildlife species, the Project's potential impacts to the burrowing owl, nesting birds, Crotch's bumble bee, ~~fairy shrimp,~~ and special-status bats would be cumulatively considerable.
4.4-48	4.4.6	The significance of Project impacts before mitigation in EIR subsection 4.4.6 has been revised for Threshold a. to reflect the results of the Project's Fairy Shrimp Report, as follows: Threshold a: Significant Direct and Cumulatively-Considerable Impact. The Project would not impact special-status plants, but would impact or potentially impact sensitive wildlife species. The Project has the potential to result in impacts to the burrowing owl, nesting birds regulated by the MBTA, Crotch's bumble bee, ~~fairy~~

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		~~shrimp,~~ and special-status bats. Therefore, prior to mitigation, the Project would have a substantial adverse effect, either directly or through habitat modifications, on species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS. Impacts would be significant on both a direct and cumulatively-considerable basis.
4.4-54	4.4.8	Based on the results of the Project's Fairy Shrimp Report, impacts to fairy shrimp would not occur; therefore, Mitigation Measure MM 4.4-3 has been deleted, as follows: ~~MM 4.4.3 Prior to certification of the Project's Final Environmental Impact Report (FEIR), the City shall verify that wet season fairy shrimp surveys have been completed. If survey results are positive, then prior to Project approval the City shall require that the Project's application materials be revised to preserve as natural open space at least 90 percent of the occupied portions of the property that provide for long-term conservation value for the fairy shrimp. Alternatively, if survey results are positive, the City shall add a condition of approval requiring that prior to issuance of grading permits, the Project Applicant shall provide evidence to the City of Calimesa that appropriate mitigation credits have been purchased at a ratio of 3:1 (preserved habitat : occupied habitat) at a mitigation bank that is acceptable to the City of Calimesa Planning Department, USFWS, and CDFW, such as the Skunk Hollow / Barry Jones Mitigation Bank. In the event that the wet season survey results are negative, then no mitigation would be required.~~
4.4-62	4.4-9	The discussion of significance of impacts after mitigation for Threshold a. has been modified in EIR subsection 4.4.9 to eliminate reference to fairy shrimp, as Project impacts to fairy shrimp would not occur and no mitigation is required: ~~Implementation of Mitigation Measure MM 4.4-3 would ensure that listed fairy shrimp, if present, are either conserved on the site or mitigated off site through purchase of preservation credits at mitigation bank.~~
7-2	7.2	The list of documents appended to this EIR has been modified to include reference to the Project's Fairy Shrimp Report, as follows: Appendix E.9 Huffman Environmental, 2024. *Oak Valley North Project Fairy Shrimp Wet and Dry Season Final Report*. June 2024.
7-20	7.4	The list of documents consulted in EIR Subsection 7.4 has been modified to include the Project's Fairy Shrimp Report, as follows: Huffman, 2024 Huffman Environmental, 2024. *Oak Valley North Project Fairy Shrimp Wet and Dry Season Final Report*. June 2024. (*Technical Appendix E9*).

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Table S-3 (pp. S-25 and S-26), 4.4-1, 4.4-21, 4.4-39, 4.4-41 and 4.4-42, 4.4-47 through 4.4-50, 4.5-57, 4.4-62 and 4.4-63, 6-11, 6-20, 6-30, 6-31, and 6-41	S.0, 4.4, 6.0	The Wildlife Agencies as part of their August 9, 2024, comment letter on the Project's DBESP (EIR *Technical Appendix E5*), which was received by the City well after the close of the public review period for the Project's DEIR. Comments from the Wildlife Agencies indicate that based on their review of historic aerial photographs, there is approximately 0.41-acre of additional riverine resources within Drainages 1, 2, and 4, for a total of 1.14 acres of impacts to riverine resources (as compared to the 0.73-acre disclosed by the Project's DBESP and reported by the DEIR). Although the Project's biologist disagrees that the jurisdictional delineation should be based on historic aerial photos, as the areas mapped as part of the Project's biological technical reports reflect the results of jurisdictional delineations/field surveys conducted in 2023 and 2024, out of an abundance of caution the stated acreage of MSHCP Section 6.1.2 riverine resources and the acreage of the Project's impacts to riverine resources have been updated to reflect the acreage noted by the Wildlife Agencies as part of their August 9, 2024 comment letter on the Project's DBESP. Specifically, the following changes have been incorporated to Final EIR Subsections S.0, 4.4, and 6.0: o The Project's DBESP (EIR *Technical Appendix E5*) has been updated to increase the acreage of riverine resources within Drainages 1, 2, and 4 to 0.59-acre, 0.14-acre, and 0.41-acre, respectively, for a total of 1.14-acre of MSHCP riverine resources. The updated DBESP has been included as part of this Final EIR. o The discussion of on-site drainages has been updated throughout to show Drainage 1 as 0.59-acre, Drainage 2 as 0.14-acre, and Drainage 4 as 0.41-acre, for a total of 1.26 acres of CDFW jurisdictional waters, of which 1.14 acres also are considered MSHCP Section 6.1.2 riverine resources. o The discussion of Project impacts to State or federally protected wetlands has been updated to reflect the updated acreage for Drainages 1, 2, and 4. As the Project would fully impact these drainages, the discussion of Project impacts to waters considered jurisdictional by the CDFW was updated to show a total Project impact of 1.26 acres, of which 1.14 acres also are considered MSHCP Section 6.1.2 riverine resources. o The discussion of Project consistency with MSHCP Section 6.1.2 has been updated to reflect the increased acreage of impacts to riverine resources. Specifically, acreage of impacts to riverine resources within Drainage 1 was increased to 0.59-acre, impacts to riverine resources within Drainage 2 was increased to 0.14-acre, and impacts to riverine resources within Drainage 5 was increased to 0.41-acre. In total, Project impacts to riverine resources was increased from 0.73-acre to 1.14 acres. o The discussion of the Project's cumulatively-considerable impacts to jurisdictional resources and MSHCP riverine resources was updated in DEIR subsection 4.4.12 to reflect the acreage increase for riverine resources, as discussed above. o The discussion of significance before and after mitigation in DEIR subsections 4.4.13 and 4.4.16 were revised to reflect the change to jurisdictional and riverine

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		acreage, as discussed above, and to reflect the modified mitigation requirements specified by Mitigation Measure MM 4.4-6. ○ Mitigation Measure MM 4.4-6 has been revised to reflect a total impact of 1.26 acres to CDFW streambed/State waters and 1.14 acres of impacts to MSHCP Section 6.1.2 riverine resources. The required mitigation acreage has been increased from 1.72 acres to 2.52 acres. In addition, Mitigation Measure MM 4.4-6 was revised to specify alternative mitigation in the event that mitigation credits are not available. The alternative mitigation requires preparation of a Habitat Mitigation Plan (HMP), which would be subject to review and approval by the City of Calimesa and Wildlife Agencies, and would fully mitigation Project impacts to 1.26 acres to CDFW streambed/State waters and 1.14 acres of impacts to MSHCP Section 6.1.2 riverine resources in the event that mitigation credits are not available.
4.8-26	4.8.4	The following text was deleted from EIR Subsection 4.8, as the Project does not include any proposed high-cube cold storage warehouse uses, and no high-cube cold storage warehouse uses were assumed by the Project's Greenhouse Gas Analysis Technical Report (*Technical Appendix J*): ~~Per 17 CCR 95371, new facilities with refrigeration equipment containing more than 50 pounds of refrigerant are prohibited from utilizing refrigerants with a GWP of 150 or greater as of January 1, 2022. As such, it was conservatively assumed that refrigeration systems installed at the high-cube cold storage warehouse portion of the Project would utilize refrigerants with a GWP of 150. GHG emissions associated with refrigerants were calculated by CalEEMod.~~
N/A	N/A	In response to comments regarding the Project's potential impacts to mountain lions, a technical memorandum was prepared by the Project's biologist (L&L Environmental, Inc.). This memo is entitled, *Oak Valley North Project – Response to Oswit and SW Wildlands Comments*, is dated June 17, 2024, and is included as *Technical Appendix F-1* to this Final EIR.

F.4 No Recirculation of DEIR Required

CEQA Guidelines Section 15088.5 describes the conditions under which a DEIR that was circulated for public review is required to be re-circulated for additional public review and comment. CEQA Guidelines Section 15088.5 states that new information added to a DEIR is not significant unless the DEIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement. "Significant new information" requiring recirculation includes, for example, a disclosure showing that:

1. A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented;
2. A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance;

3. A feasible project alternative or mitigation measure considerably different from the others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project's proponents decline to adopt it; and/or
4. The DEIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

Based on the comment letters received by the City of Calimesa and the responses thereto (presented in F.2, above) and the minor revisions made to the DEIR (presented in F.3, above), there were no public comments or changes to the text or analysis presented in the DEIR that resulted in the identification of any new significant environmental effect or a substantial increase in the severity of an environmental effects that were disclosed in the DEIR, and Mitigation Measures MM 4.3-1 and MM 4.8-4 were revised to ensure the maximum number of solar panels as is feasible are installed on the roofs of the Project's warehouse buildings, but no conclusions regarding the significance of any Project impact was changed. Although revisions to the Project's impact acreage for CDFW streambed/State waters and MSHCP riverine resources were determined to be unnecessary by the Project's biologist, since the acreage of Project impacts to CDFW streambed/State waters and MSHCP riverine resources reflected the results of the 2023-2024 field surveys, out of an abundance of caution the Final EIR has been revised to include increased mitigation for potential impacts to CDFW streambed/State waters and MSHCP riverine resources, thus ensuring that Project impacts to CDFW streambed/State waters and MSHCP riverine resources would be reduced to less-than-significant levels. The minor revisions to the DEIR merely clarified and amplified information that was already disclosed in the DEIR. Additionally, the DEIR was fundamentally and basically adequate, and all conclusions within the DEIR were supported by evidence provided within the DEIR or the administrative record for the proposed Project. Furthermore, public comment letters on the DEIR did not identify any alternatives to the proposed Project considerably different from those analyzed in the DEIR that would substantially lessen the significant environmental impacts of the proposed Project while still attaining the Project's basic objectives. Based on the foregoing, recirculation of the DEIR is not warranted according to the guidance set forth in Section 15088.5 of the CEQA Guidelines.

S.0 EXECUTIVE SUMMARY

S.1 INTRODUCTION

The California Environmental Quality Act (CEQA) as codified in Public Resources Code (PCR) § 21000, *et seq*. requires that before a public agency makes a decision to approve a project that could have one or more adverse effects on the physical environment, the agency must inform itself about the project's potential environmental impacts, give the public an opportunity to comment on the environmental issues, and take feasible measures to avoid or reduce potential harm to the physical environment.

This Environmental Impact Report (EIR), (California State Clearinghouse (SCH) No. 2022120265), was prepared in accordance with CEQA Guidelines Article 9, §§ 15120-15132 to evaluate the potential environmental impacts associated with planning, constructing, and operating the Oak Valley North Project (hereafter, the "Project" or "proposed Project"), which is proposed by BICM Land Holding, LP (Project Applicant) and consists of applications for General Plan Amendment (GPA) 22-03; Zone Change (ZC) 22-01; Tentative Parcel Map (TPM) 38589; Development Plan Review (DPR) 22-05 and Conditional Use Permit (CUP) 22-02 (Building 1); Development Plan Review (DPR) 22-06 and Conditional Use Permit (CUP) 22-03 (Building 2); Development Plan Review (DPR) 22-07 and Conditional Use Permit (CUP) 22-04 (Building 3); Development Plan Review (DPR) 22-08 and Conditional Use Permit (CUP) 22-06 (Building 4); Development Plan Review (DPR) 22-09 (Trailer Storage Lot 1); and Development Plan Review (DPR) 22-010 (Trailer Storage Lot 2), which collectively are referred to herein as the "Project" or "proposed Project." This EIR does not recommend approval or denial of the proposed Project; rather, this EIR is a source of factual information regarding potential impacts to the physical environment that may result from the Project's implementation. The Draft EIR will be available for public review for a minimum period of 45 days. After consideration of public comment, the City of Calimesa ("City") will consider certifying the Final EIR and adopting required findings.

This Executive Summary complies with CEQA Guidelines § 15123, "Summary." This EIR includes a description of the proposed Project and evaluates the physical environmental effects that could result from Project implementation. The City of Calimesa determined that the scope of this EIR should cover all 20 subject areas listed in Appendix G to the CEQA Guidelines. The scope includes all of the subject areas listed in Appendix G to the CEQA Guidelines and in consideration of public comment received by the City in response to this EIR's Notice of Preparation (NOP), which was issued for a 30-day public comment period commencing on December 12, 2022, and during a publicly-noticed Scoping Session, which occurred on July 24, 2023. The NOP, and written comments received by the City in response to the NOP, are attached to this EIR as *Technical Appendix A*. In consideration of public comment on the NOP and during the Scoping Session, the 20 environmental subject areas that could be reasonably and significantly affected by planning, constructing, and/or operating the proposed Project are analyzed herein, including:

- Aesthetics
- Agriculture & Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy

- Geology & Soils
- Greenhouse Gas Emissions
- Hazards & Hazardous Materials
- Hydrology & Water Quality
- Land Use & Planning
- Mineral Resources
- Noise
- Population & Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities & Service Systems
- Wildfire

Refer to EIR Section 4.0, *Environmental Analysis*, for a full account and analysis of the subject matters listed above. For each of the aforementioned subject areas, this EIR describes: 1) the physical conditions that existed at the approximate time this EIR's NOP was published (December 12, 2022); 2) discloses the type and magnitude of potential environmental impacts resulting from Project planning, construction, and operation; and 3) if warranted, recommends feasible mitigation measures that would reduce or avoid significant adverse environmental impacts that may result from the Project. A summary of the Project's significant environmental impacts and the mitigation measures imposed by the City to lessen or avoid these impacts is included in this Executive Summary as Table S-3, *Mitigation Monitoring and Reporting Program*. The City applies mitigation measures that it determines 1) are feasible and practical for project applicants to implement, 2) are feasible and practical for the City to monitor and enforce, 3) are legal for the City to impose, 4) have an essential nexus to the Project's impacts, and 4) would result in a benefit to the physical environment. CEQA does not require the Lead Agency to impose mitigation measures that are duplicative of mandatory regulatory requirements.

This EIR also discusses alternatives to the proposed Project. Alternatives are described that would attain most of the Project's objectives while avoiding or substantially lessening the proposed Project's significant adverse environmental effects. A full discussion of Project alternatives is found in Section 6.0, *Alternatives*.

S.2 PROJECT OVERVIEW

S.2.1 LOCATION AND SETTING

The 110.2-acre (106.9-net acres) Project Site is in the southern portion of the City of Calimesa, Riverside County, California, The City is located north of the City of Beaumont, east and west of unincorporated Riverside County, and south of the City of Yucaipa and City of Redlands. The Project site is approximately 0.05-mile east of the Interstate 10 (I-10) off ramp, 0.17-mile east of the I-10 on ramp and 4.5 miles north of the I-10 merge with State Route 60 (SR-60). The Project Site's location and regional context are shown on Figure 2-1, *Regional Map*, in EIR Section 2.0, *Environmental Setting*. At the local scale, as shown on Figure 2-2, *Vicinity Map*, in EIR Section 2.0, the Project Site is northeast of I-10 and Calimesa Boulevard, southeast of Singleton Road, and south of Beckwith Avenue. The Project site encompasses the following eight (8) Assessor Parcel Numbers (APNs) 413-260-018; 413-280-016, -018, -021, -030, -036, -037, and -043. The Project site also is in the southern half of Section 24 and the northern half of Section 25, Township 2 South, Range 2 West, San Bernardino Baseline and Meridian.

S.2.2 PROJECT OBJECTIVES

CEQA Guidelines § 15124(b) requires a statement of project objectives. The fundamental purpose and goal of the Oak Valley North Project is to guide the development of an approximately 110.2-acre property into a mixed-use master-planned community known as Oak Valley North.in the City of Calimesa. The Project would achieve its underlying purpose and goal through the following objectives.

A. To efficiently develop an underutilized property with a complementary mix of land uses, including residential, institutional, and business park land uses, with a design that takes topographic, geologic, hydrologic, and environmental opportunities and constraints into consideration.

B. To establish a master-planned development in a manner that is sensitive to the environment as well as visually and functionally compatible with surrounding existing and proposed land uses.

C. Expand economic development, facilitate job creation, and increase the tax base for the City of Calimesa by establishing new business park uses adjacent to or near the State highway system.

D. Establish supply chain uses adjacent to or near designated truck routes and/or the State highway system to avoid or shorten vehicular trip lengths on other roadways.

E. Attract employment-generating businesses to the City of Calimesa to reduce the need for members of the local workforce to commute outside the area for employment, thereby improving the jobs-housing balance in the City and nearby areas beyond the City boundary.

F. Provide an opportunity to establish higher-density residential uses with access to Calimesa Boulevard to assist the City of Calimesa in potentially producing needed multi-family housing consistent with state housing laws

G. Provide an opportunity to establish a place of worship (church) to serve residents of the City of Calimesa and surrounding areas.

H. To require project design elements such as architecture, landscaping, color, paving, walls, fencing, signage, entry treatments, and other similar design features that would ensure that the property is developed in a manner that is aesthetically pleasing.

S.2.3 PROJECT SUMMARY

For purposes of this EIR, the term “Project” refers to the discretionary actions required to implement the proposed Project and all activities associated with its implementation (including planning, construction, and ongoing operation). The Project consists of the proposed subdivision of ± 110.2 gross acres (106.9 net acres) of land located in the southern portion of the City of Calimesa, northeast of I-10 and Calimesa Boulevard, southeast of Singleton Road, and southwest of Beckwith Avenue, and the reasonably foreseeable development of business park uses on ±95.6 acres and high-density residential land uses on ±11.2 acres. Churches are

conditionally permitted in the Specific Plan's residential zone; therefore, a 1,200-seat church and associated church facilities may be developed in the residential planning area instead of any residential units. Applications filed with the City of Calimesa include the following:

- General Plan Amendment (GPA) 22-03. As shown on EIR Figure 3-1, *General Plan Amendment No. 22-03*, GPA 22-03 is a proposal to modify the land use element of the City of Calimesa 2014 General Plan (General Plan) to change the General Plan land use designations on 106.9 net acres of the Project site from "Business Park (BP)," "Light Industrial (LI)," and "Residential Low Medium Density (RLM)" to "Business Park (BP)" and "Residential High Density (RH)."

- Zone Change (ZC) 22-01. As shown on EIR Figure 3-2, *Zone Change 22-01/Specific Plan Area 4*, ZC 22-01 is a proposal to modify the City's official zoning map as it applies to the Project site to change the zoning classifications from "Business Park (B-P)," "Light Industrial (L-I)," and "Residential Low Medium (R-L-M)" to a zoning classification of "Specific Plan Area 4 (SPA 4)," which would allow for the establishment and implementation of the Oak Valley North Specific Plan (SPA 4). The Oak Valley North Specific Plan (OVNSP) proposes two land use designations: "Business Park (BP)" on approximately 95.6 acres and "Residential High (RH)" on approximately 11.2 acres, in addition to designating 3.4 acres as "Roadway" for small portions of Calimesa Boulevard and Beckwith Avenue that fall within the OVNSP boundary. The 110.2-acre Specific Plan Area would be divided into two planning areas for planning purposes. Planning Area 1 would be 95.6 acres and will accommodate up to 982,232 square feet (s.f.) of business park building space. Planning Area 2 would be 11.2 acres and will allow up to 223 residential units at a density of up to 20 dwelling units per acre (du/ac). Planning Area 2 could alternatively be developed as a church facility with up to a 1,200-person seating capacity in the congregation area with the approval of a conditional use permit. The Specific Plan also proposes development standards that would serve as the property's zoning and includes design guidelines for architecture, landscaping, and other physical attributes of the proposed development.

- Tentative Parcel Map (TPM) 38589. As shown on EIR Figure 3-12, *Tentative Parcel Map No. 38589*, TPM 38589 is a proposed parcel map to subdivide 110.2 gross acres into seven (7) parcels ranging in size from 10.04 to 27.24 net acres. TPM 38589 also would subdivide the site to dedicate 1.65 acres of right-of-way (ROW) to the City of Calimesa for improvements to Beckwith Road, 1.76 acres to the City of Calimesa for improvements to Calimesa Boulevard and vacate 0.09 acres of ROW along Calimesa Boulevard.

- Development Plan Review (DPR) 22-05 and Conditional Use Permit (CUP) 22-02 (Building 1), Development Plan Review (DPR) 22-06 and Conditional Use Permit (CUP) 22-03 (Building 2), Development Plan Review (DPR) 22-07 and Conditional Use Permit (CUP) 22-04 (Building 3), Development Plan Review (DPR) 22-08 and Conditional Use Permit (CUP) 22-06 (Building 4), Development Plan Review (DPR) 22-09 (Trailer Storage Lot 1), and Development Plan Review (DPR) 22-010 (Trailer Storage Lot 2). As shown on EIR Figures 3-13 through 3-37, The DPR and CUP applications propose development plans for the Specific Plan's Planning Area 1. One (1) trapezoidal-shaped and three (3) rectangular-shaped concrete tilt-up buildings are proposed within the southern

and western portions of Planning Area 1. The proposed CUPs would allow the four (4) buildings totaling 982,232 s.f. of floor space represented in the DPRs. According to the proposed OVNSP, which refers to the City of Calimesa Municipal Code, warehouse and distribution buildings require a CUP in areas zoned BP.

As summarized in Table S-1, *Proposed Warehouse Buildings*, Building 1 would have 236,892 s.f. of floor area composed of 20,000 s.f. of office and 216,892 s.f. of warehouse pace with 37 loading dock bays positioned on the southeast-facing side of the building facing interior to the site, 199 passenger vehicle parking spaces, and 30 trailer parking spaces. Building 2 would have 249,840 s.f. of floor area composed of 20,000 s.f. of office and 229,840 s.f. of warehouse, with 37 loading dock bays positioned on the northwest-facing side of the building and 37 loading dock bays positioned on the southeast-facing side of the building facing interior to the site (74 total loading dock bays) and 190 passenger vehicle parking spaces. Building 3 would have 249,000 s.f. of floor area comprised of 20,000 s.f. of office and 229,000 s.f. of warehouse building area, with 50 loading dock bays positioned on the north-facing side of the building and 43 loading dock bays positioned on the south-facing side of the building (93 total loading dock bays) and 187 passenger vehicle parking spaces. Building 4 would have 246,500 s.f. of floor area comprised of 20,000 s.f. of office and 226,500 s.f. of warehouse building area, with 50 loading dock bays on the northeast-facing building facing interior to the site, 214 passenger vehicle parking spaces, and 77 trailer parking spaces. The buildings are designed for concrete tilt-up construction and would reach a maximum building height of 54 feet.

Table S-1 Proposed Warehouse Buildings

Bldg. #	Total Building Size	Office Size	Warehouse Size	Loading Docks	Auto Parking Spaces	Trailer Parking Spaces
1	236,892 s.f.	20,000 s.f.	216,892 s.f.	37	199	30
2	249,840 s.f.	20,000 s.f.	229,840 s.f.	74	190	0
3	249,000 s.f.	20,000 s.f.	229,000 s.f.	93	187	0
4	246,500 s.f.	20,000 s.f.	226,500 s.f.	50	214	77

In addition to the four (4) proposed business park buildings, two (2) trailer storage lots are proposed in the northern and eastern portions of Planning Area 1, as summarized in Table S-2, *Proposed Trailer Storage Lots*. Trailer Storage Lot 1 would be 11.16 acres in size with 7.33 acres of usable space providing 5 auto parking stalls and a total of ~~251~~ 232 trailer parking stalls. Trailer Storage Lot 2 would be 27.24 acres in size with 17.09 acres of usable space providing 5 auto parking stalls and a total of 708 trailer parking stalls. Each lot would be fenced with access controlled through a guard shack. Other proposed site features include streetscape and interior site landscaping, drive aisles, truck courts, walls, fences, truck court entry gates, lighting, signage, and supporting infrastructure.

Table S-2 Proposed Trailer Storage Lots

Lot #	Total Size	Usable Area	Auto Parking Space	Trailer Parking Spaces
1	10.04 acres	7.33 acres	5	~~251~~232
2	27.24 acres	17.09 acres	5	708

A multi-use trail also is proposed adjacent to the south side of Beckwith Avenue, separated from the proposed building and parking lot development by a solid perimeter wall and landscaped slope. Considering the landscaped slope, the finished floor elevations of the four (4) industrial buildings vary from approximately 18 to 46 feet lower than the existing grade of Beckwith Avenue. Refer to Chapter 3.0, *Project Description*, for a complete description of the Project's construction and operational characteristics.

S.3 Areas of Controversy and Issues to be Resolved

CEQA Guidelines § 15123(b)(2) requires the Lead Agency (City of Calimesa) to identify any known issues of controversy and issues to be resolved in the Executive Summary. Substantive issues raised in response to the NOP are summarized in Table 1-1 in EIR Section 1.0. Although the City has received letters of opposition to the Project, after consideration of all comments received in response to the NOP, the City has not identified any environmental issues of controversy associated with the Project that were not already identified in the NOP for the Project. The areas of controversy and primary issues to be resolved by the decision-making body for the proposed Project involve the Project's significant and unavoidable impacts in the issue areas of air quality, greenhouse gas emissions, and transportation. The City of Calimesa City Council will evaluate whether the mitigation measures proposed to reduce the Project's unavoidable impacts adequately reduce Project impacts to the maximum feasible extent. The City Council also will make a determination as to whether the Project's benefits outweigh the adverse environmental effects in support of adopting a SOC pursuant to CEQA Guidelines § 15093. Finally, the City Council will decide whether to approve one of the Project alternatives in lieu of the proposed Project, if it is determined that one of the alternatives is feasible and its approval would serve to substantially reduce or avoid significant environmental impacts.

S.4 Alternatives to the Proposed Project

In compliance with CEQA Guidelines § 15126.6, an EIR must describe a range of reasonable alternatives to the Project. A brief description of alternatives considered in this EIR is provided below; however, a detailed description of each alternative evaluated in this EIR, as well as an analysis of the potential environmental impacts associated with each alternative, is provided in EIR Section 6.0, *Alternatives*. Also described in Section 6.0 is a list of alternatives that were considered but rejected from further analysis.

S.4.1 No Project (No Development) Alternative (NDA)

The No Project (No Development) Alternative (NDA) considers no development/disturbance on the Project site beyond that which occurs under existing conditions. Because no new development would occur on site, the NDA would not require any entitlement applications, and as such the Project's proposed GPA, ZC, TPM, DPRs, and CUPs under the Project would not be required. As such, the Project site would continue to consist

of 110.2 acres of vacant and undeveloped land. Under the NDA, no improvements would be made to the Project site and none of the Project's roadway, utility, or other infrastructure improvements would occur. This Alternative was selected by the Lead Agency to compare the environmental effects of the proposed Project with an alternative that would leave the Project site in its existing condition.

S.4.2 No Project (Existing General Plan) Alternative (NPA)

The No Project (Existing General Plan) Alternative (NPA) assumes development of the 110.2-acre property in accordance with the site's existing General Plan land uses. Figure 2-5 in EIR Subsection 2.0 depicts the site's existing General Plan land use designations. Thus, under this alternative, and consistent with the General Plan the Project site would be developed with approximately 219 "Residential Low-Medium (4-7 du/ac)" dwelling units on approximately 31.3 acres; approximately 1,034,550 s.f. of business park space on approximately 47.5 acres of "Business Park"; and approximately 683,892 s.f. on approximately 31.4 acres of "Light Industrial." This Alternative was selected by the Lead Agency to compare the environmental effects of the proposed Project with an alternative that would allow for buildout of the Project site in accordance with the site's existing General Plan land use designations.

S.4.3 Reduced Project Alternative (RPA)

The Reduced Project Alternative (RPA) considers development of the northerly 95.6 acres of the Project site (OVNSP Planning Area 1) with warehouse building area that is 30% smaller than the warehouse buildings proposed under the Project, and considers development of the southern 11.2 acres of the Project site (OVNSP Planning Area 2) with up to 223 multi-family dwelling units. Implementation of the RPA would allow for up to 687,562 s.f. of warehouse building area. Based on the analyses presented in EIR Section 4.0, high-cube warehouse uses (as is proposed under land use Scenarios 1 and 3) would result in reduced environmental impacts as compared to high-cube parcel hub warehouse uses (as is proposed under land use Scenario 2). Accordingly, it is assumed that the warehouse buildings under the RPA would be occupied by high-cube warehouse uses under this alternative. Although a reduction in the number of dwelling units allowed under the RPA would further reduce impacts to the environment as compared to development under land use Scenarios 1 and 3, no reduction in the number of dwelling units within OVNSP Planning Area 2 is proposed because State Senate Bill (SB) 330 requires that the Project be designed to include residential zoning on site that would accommodate a minimum of 223 multi-family dwelling units. Accordingly, implementation of the RPA would allow for a total of 687,562 s.f. of warehouse building area and up to 223 multi-family dwelling units. This alternative was selected to allow the Lead Agency (City of Calimesa) to consider a design for the Project site that would reduce the Project's significant and unavoidable impacts due to air quality emissions, GHG emissions, and due to VMT.

S.4.4 Storage Lot Alternative (SLA)

The Storage Lot Alternative (SLA) considers development of the northerly 95.6 acres of the Project site (OVNSP Planning Area 1) with a truck and trailer storage lot and 11.2 acres of the Project site (OVNSP Planning Area 2) with up to 223 multi-family dwelling units or a church. No warehouse buildings would be constructed. This alternative was selected to allow the Lead Agency (City of Calimesa) to consider a design

for the Project site that would reduce the Project's significant and unavoidable impacts due to air quality emissions, GHG emissions, and due to VMT.

S.5 EIR PROCESS

As a first step in the CEQA compliance process, the City of Calimesa determined that the proposed Project likely would result in significant environmental effects, and distributed a Notice of Preparation (NOP) and filed copies with the California Office of Planning and Research (OPR) State Clearinghouse (State Clearinghouse) to inform the general public, trustee and responsible agencies, and other interested parties that an EIR would be prepared for the Project. The NOP was distributed for a 30-day public review period, which began on July 14, 2023 and concluded on August 14, 2023. It should be noted that the local public review period was extended to September 8, 2023. Additionally, it should be noted that the City distributed a NOP pertaining to a prior version of the Project's design on December 12, 2022, which would have resulted in the development and operation of significantly more industrial square footage (specifically, 382,688 more square feet); however, because the Project was substantially modified in response to comments received on the original NOP from the public and to generally reduce environmental impacts, a new NOP was issued on July 14, 2023. An Initial Study was not prepared for the Project; thus, the NOP indicated that the required EIR will evaluate all topics listed in Appendix G to the CEQA Guidelines, as implemented by the City of Calimesa. In addition, a publicly-noticed EIR Scoping Meeting was held virtually on July 24, 2023, with public participation available by Zoom login. The City also held a public scoping meeting by Zoom login on January 5, 2023, which featured a prior version of the Project's design; comments from the January 2023 Scoping Meeting that remain relevant to the current version of the Project are considered in this draft EIR. The Scoping Meetings provided members of the general public an additional opportunity to comment on the scope of environmental issues to be addressed in this EIR.

This EIR represents the independent judgment of the City of Calimesa (as the Lead Agency) and evaluates the physical environmental effects that could result from constructing and operating the proposed Project. Acting as Lead Agency, the City of Calimesa will consider the following issues regarding the proposed Project: a) evaluation of this EIR to determine if the physical environmental impacts are adequately disclosed; b) assessment of the adequacy and feasibility of identified mitigation measures and the potential addition, modification to, or deletion of mitigation measures, standard conditions of approval, or Project design features; c) consideration of alternatives to the Project that would reduce or eliminate significant environmental effects of the Project; and, if necessary, d) consideration of Project benefits that override the Project's unavoidable and unmitigable significant effects on the environment.

This EIR will be circulated for review and comment by the public and other interested parties, agencies, and organizations for a 45-day review period. During the 45-day public review period, public notices announcing availability of the Draft EIR will be mailed to interested parties, an advertisement will be published in the Yucaipa/Calimesa News Mirror (a newspaper of general circulation in the City), and copies of the Draft EIR and its Technical Appendices will be available for review at the locations indicated in the public notices.

After the close of the 45-day Draft EIR public comment period, the City will prepare and publish responses to written comments it received on the environmental effects of the Project. Thereafter, the Final EIR will be

considered for certification by the Calimesa City Council. Before taking action to approve the Project, the City of Calimesa (serving as the Lead Agency) has the obligation to: (1) ensure this EIR has been completed in accordance with CEQA; (2) review and consider the information contained in this EIR as part of its decision making process; (3) make a statement that this EIR reflects the City of Calimesa's independent judgment; (4) ensure that all significant effects on the environment are avoided or substantially lessened where feasible; and, if necessary (5) make written findings for each unavoidable significant environmental effect stating the reasons why mitigation measures or project alternatives identified in this EIR are infeasible and citing the specific benefits of the proposed Project that outweigh its unavoidable adverse effects (CEQA Guidelines §§ 15090-15093). In addition, pursuant to Public Resources Code § 21081.6, because the Project will include mitigation measures, the City, as Lead Agency, must adopt a MMRP, which describes the process to ensure implementation of the mitigation measures identified in the Final EIR. The MMRP will ensure CEQA compliance during Project construction and operation.

S.6 Summary of Impacts, Mitigation Measures, and Considerations

S.6.1 Effects found Not to be Significant

An Initial Study was not prepared for the proposed Project because the City of Calimesa determined that an EIR clearly was required. As such, the scope of detailed analysis in this EIR considers and addresses the 20 subject areas identified in Appendix G of the State CEQA Guidelines, as well as the public comments received in response to the NOP and the EIR scoping meeting. The NOP and public comments received in response to the NOP and scoping meeting, are attached to this EIR as *Technical Appendix A*. There were no issues found to be not significant as a result of the Project's NOP process.

S.6.2 Impacts of the Proposed Project

Table S-3, *Mitigation Monitoring and Reporting Program,* provides a summary of the Project's environmental impacts, as required by CEQA Guidelines § 15123(a). Also presented are the mitigation measures recommended by the Lead Agency to further avoid adverse environmental impacts or to reduce their level of significance. After the application of all feasible mitigation measures, the Project would result in significant and unavoidable environmental effects under five environmental subject areas, as summarized below.

- Air Quality: Significant and Unavoidable Direct and Cumulatively-Considerable Impact. The Project's proposed land uses are not consistent with the growth assumptions used as inputs in the South Coast Air Quality Management District (SCAQMD) 2022 Air Quality Management Plan (AQMP). In addition, the Project's operational-source air quality emissions would exceed the SCAQMD Regional Thresholds for long-term emissions of nitrogen oxides (NO_X) under land use Scenarios 1 and 3, and the Project's operational-source air quality emissions of Volatile Organic Compounds (VOC), NO_X, and particulate matter smaller than 10 microns (PM_{10}) would exceed the SCAQMD Regional Thresholds for these pollutants with implementation of land use Scenario 2. Accordingly, because the Project's mitigated operational-source emissions of NO_X would exceed the SCAQMD Regional Threshold for this pollutant with implementation of land use Scenarios 1 or 3, and because Project-operational-source emissions of VOC, NO_X, and PM_{10} would exceed the SCAQMD Regional Thresholds for these pollutants under land use Scenario 2, the Project would increase the frequency or

severity of existing air quality violations and would cause or contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP. While Mitigation Measures MM 4.3-1 through MM 4.3-7 would reduce the Project's long-term emissions of NO_X (land use Scenarios 1 and 3) and long-term emissions of VOC, NO_X, and PM_{10} (under land use Scenario 2), they would not reduce the Project's long-term emissions of these pollutants to below the SCAQMD regional thresholds of significance. Thus, Project's direct and cumulatively-considerable impacts due to a conflict with or obstruction of the SCAQMD 2022 AQMP would represent a significant and unavoidable impact for which additional mitigation measures are not available.

- Air Quality: Significant and Unavoidable Direct and Cumulatively-Considerable Impact. Implementation of land use Scenarios 1 or 2 would result in emissions of NO_X that would exceed the SCAQMD regional thresholds of significance for this pollutant. In addition, implementation of land use Scenario 2 would result in emissions of VOC, NO_X, and PM_{10} that would exceed the SCAQMD regional thresholds of significance for these pollutants. The SCAB is designated as nonattainment for PM_{10} and O_3, and VOCs and NO_X are precursors to ozone formation. Thus, the Project's emissions of NO_X under land use Scenarios 1 and 2 and the Project's emissions of VOC, NO_X, and PM_{10} under land use Scenario 2 would cumulatively contribute to a net increase of criteria pollutants (PM_{10} and/or O_3) for which the SCAB is considered nonattainment. Implementation of Mitigation Measures MM 4.3-1 through MM 4.3-8 would reduce the Project's long-term air quality emissions (and would reduce to below a level of significance the Project's emissions of CO and $PM_{2.5}$ under land use Scenario 2); however, the required mitigation would not reduce the Project's emissions of NO_X to below the SCAQMD Regional Threshold for this pollutant under land use Scenarios 1 and 3, and the required mitigation would not reduce the Project's emissions of VOC, NO_X, or PM_{10} to below the SCAQMD Regional Thresholds for these pollutants under land use Scenario 2. Thus, even with implementation of these mitigation measures and with compliance with the anticipated regulations implemented by the EPA and CARB to improve truck efficiency, the estimated long-term emissions generated under full buildout of the proposed Project still would exceed the SCAQMD's regional operational significance thresholds and would cumulatively contribute to the nonattainment designations in the SCAB for PM_{10} (land use Scenario 2) and O_3 (land use Scenarios 1, 2, and 3). Neither the Project Applicant nor the City of Calimesa have regulatory authority to control tailpipe (for emissions of VOC, NO_X, and PM_{10}) or consumer product emissions (for emissions of VOC), and no feasible mitigation measures beyond Mitigation Measures MM 4.3-1 through MM 4.3-8 exist that would reduce Project operational-source NO_X emissions (land use Scenarios 1, 2, and 3) or the Project operational source VOC and PM_{10} (land use Scenario 2) emissions to levels that are less than significant. Therefore, for land use Scenarios 1 and 2, the proposed Project's operational emissions of NO_X, represent a significant and unavoidable impact for which additional mitigation is not available. For land use Scenario 2, the proposed Project's operational emissions of VOC, NO_X, and PM_{10} represent a significant and unavoidable impact for which additional mitigation is not available.
- Greenhouse Gas Emissions: Significant and Unavoidable and Cumulatively-Considerable Impact. At buildout, land use Scenario 1 has the potential to generate a total of approximately 19,386.25 $MTCO_2e$/yr, land use Scenario 2 has the potential to generate 37,524.25 $MTCO_2e$/yr, and land use

Scenario 3 has the potential to generate 21,550.16 $MTCO_2e$/yr of greenhouse gas (GHG) emissions, each of which would exceed the SCAQMD's numeric screening threshold of 3,000 $MTCO_2e$/yr. The Project would be subject to compliance with Mitigation Measures MM 4.8-1 through MM 4.8-14. All of the identified mitigation measures would serve to reduce the Project's GHG emissions; however, the resulting level of emission reductions only can be quantified for Mitigation Measures MM 4.8-3 through MM 4.8-8, MM 4.8-10, and MM 4.8-13. Although the required mitigation would reduce the Project's level of GHG emissions by between 6.0% and 11.2% (depending on which land use Scenario is considered), even with the incorporation of mitigation measures the Project's level of GHG emissions still would exceed the 3,000 $MTCO_2e$/yr threshold of significance. Specifically, with mitigation, Project operational emissions would be reduced to 19,386.25 $MTCO_2e$/yr under land use Scenario 1; 37,524.25 $MTCO_2e$/yr under land use Scenario 2; and 21,550.16 $MTCO_2e$/yr under land use Scenario 3. There are no additional feasible mitigation measures available that would further reduce the Project's level of GHG emissions, and as such it would not be feasible to reduce the Project's emissions of GHGs to below the 3,000 $MTCO_2e$/yr threshold of significance. Accordingly, Project impacts due to GHG emissions under land use Scenarios 1 through 3 would be significant and unavoidable impact on both a direct and cumulatively-considerable basis.

- Greenhouse Gas Emissions: Significant and Unavoidable and Cumulatively-Considerable Impact. Although there are no components of the Project that would conflict with the City of Calimesa Climate Action Plan (CAP), since the Project would result in an exceedance of the SCAQMD's numeric threshold of 3,000 metric tons of carbon dioxide equivalents per year ($MTCO_2e$/yr), the Project has been conservatively determined to have the potential to conflict with the CARB 2022 Scoping Plan, which is an applicable greenhouse gas (GHG) reduction plan. The Project would be subject to compliance with Mitigation Measures MM 4.8-1 through MM 4.8-14. All of the identified mitigation measures would serve to reduce the Project's GHG emissions; however, the resulting level of emission reductions only can be quantified for Mitigation Measures MM 4.8-3 through MM 4.8-8, MM 4.8-10, and MM 4.8-13. Although the required mitigation would reduce the Project's level of GHG emissions by between 6.0% and 11.2% (depending on which land use Scenario is considered), even with the incorporation of mitigation measures the Project's level of GHG emissions still would exceed the 3,000 $MTCO_2e$/yr threshold of significance. Specifically, with mitigation, Project operational emissions would be reduced to 19,386.25 $MTCO_2e$/yr under land use Scenario 1; 37,524.25 $MTCO_2e$/yr under land use Scenario 2; and 21,550.16 $MTCO_2e$/yr under land use Scenario 3. As such, it cannot be demonstrated that the Project's level of GHG reductions would ensure Project consistency with the CARB 2022 Scoping Plan. Therefore, Project impacts due to a conflict with the CARB 2022 Scoping Plan would represent a significant and unavoidable cumulatively-considerable impact of the proposed Project.

- Transportation: Significant and Unavoidable Direct and Cumulatively-Considerable Impact. Implementation of land use Scenario 1 would not result in any significant impacts due to Vehicle Miles Traveled (VMT) using the Cumulative Boundary or Origin/Designation (OD) per Service Population (SP) approach. However, while implementation of land use Scenario 2 would result in a net reduction in VMT per SP using the Cumulative Boundary, under the Project VMT Analysis approach land use Scenario 2 would exceed the City's threshold of significance based on the OD VMT per SP method as

shown in EIR Table 4.17-10; thus, Project impacts due to VMT with implementation of land use Scenario 2 would be significant. In addition, and as shown in EIR Table 4.17-13 and Table 4.17-14 for the Project VMT Analysis, implementation of land use Scenario 3 would exceed the City's threshold of significance based on the OD VMT per SP method, and also would result in a net increase in VMT per SP under the Cumulative Boundary method; accordingly, VMT impacts associated with land use Scenario 3 would be significant. When considering Total VMT (i.e., VMT associated with Project-related passenger cars and heavy trucks), EIR Table 4.17-17, Table 4.17-20, and Table 4.17-23 show that land use Scenarios 1, 2 and 3 all would exceed the City's threshold of significance. The Project includes a mixture of land uses, which would provide improved destination accessibility and an opportunity for non-motorized travel, and the Project would accommodate a meandering walking trail along Beckwith Avenue and sidewalk along Calimesa Boulevard, both of which ultimately would link on-site residents and/or employees to Singleton Road. In addition, although the Project would be subject to compliance with Mitigation Measures MM 4.17-2 and MM 4.17-3, which would reduce the Project's VMT, the effectiveness of commute trip reduction measures such as those listed in Mitigation Measures MM 4.17-2 and MM 4.17-3 cannot be guaranteed to reduce Project VMT to a level of less than significant. Accordingly, although the Project would be subject to compliance with Mitigation Measures MM 4.17-2 and MM 4.17-3, the Project's VMT per SP still would exceed the City of Calimesa thresholds of significance. Therefore, the Project's VMT impacts are considered significant and unavoidable for land use Scenarios 2 and 3 when using the OD VMT per SP method, for land use Scenario 3 under the Cumulative Boundary method, and for land use Scenarios 1, 2, and 3 when considering the Project's Total VMT per SP.

Table S-3 Mitigation Monitoring and Reporting Program

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
4.1 Aesthetics				
Threshold a: The Project does not contain any designated scenic vistas or scenic corridors. The Project would not substantially affect a scenic vista or obstruct public views of a scenic vista. The Project would be subject to compliance with the Development Standards and Design Guidelines of the Project's proposed Oak Valley North Specific Plan and the design measures included in the Project's DPR application materials, compliance with which would ensure that the Project is designed in a manner that would be visually compatible with land uses in the surrounding area. Impacts would be less than significant. **Threshold b:** The Project site is not located within the viewshed of a State- or County-designated or eligible scenic highway. Additionally, the Project site does not contain scenic resources, such as rock outcroppings or historical resources. Mandatory compliance with City of Calimesa Municipal Code Chapter 18.80 and Section 18.70.120 would ensure that all trees that would be removed as part of the Project are replaced in the manner specified by these provisions of the City's Municipal Code. Accordingly, and with mandatory compliance with Municipal Code Chapter 18.80 and Section 18.70.120, impacts would therefore be less than significant. **Threshold c:** Although the Project's proposed uses would represent a substantial change to the existing visual character of the Project site, the Project's application materials include site-specific plans detailing the site design, architectural, and landscaping characteristics of the Project. Additionally, the Design Guidelines and Development Standards included as part of the proposed	Less Than Significant Less Than Significant Less Than Significant	**RR 4.1-1** For all encroachments upon the protected zone of oak species or stands of oaks, including scrub oaks regulated by Chapter 18.80 of the City of Calimesa Municipal Code, then prior to issuance of grading permits the impacted oaks shall be mitigated in accordance with a City-approved Tree Preservation and Replacement Plan (Oak Tree Plan). The protected zone is defined as five (5) feet from the dripline or 15 feet from the trunk, whichever is greater. The Oak Tree Plan shall be prepared and approved prior to issuance of the grading permit. The Oak Tree Plan shall include, but not be limited to, the following: 1. Letter of justification explaining the reasons for the removal. 2. Site plan and/or elevations showing the location of all trees on the parcel or lot. 3. Oak tree assessment prepared by an arborist, if determined to be necessary by the Community Development Department. The Oak Tree Plan shall demonstrate the following: 1. The proposed location and configuration of lots, buildings, and streets have been designed to minimize to the greatest extent feasible the removal of healthy trees, including the protection of singular significant specimens (i.e., heritage oak trees) and clusters of oak woodlands. 2. The proposed trees to be retained are located on common open space lots that shall be preserved indefinitely. 3. In considering site design, more than 90 percent of healthy trees shall be retained.	Project Applicant/ Planning Division	Prior to issuance of grading permits

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
OVNSP would ensure that the proposed development is not visually offensive and would further ensure that future development on site is visually compatible with surrounding land uses. With approval of the Project's proposed General Plan Amendment, Zone Change, and the proposed OVNSP, the Project would be fully consistent with all applicable zoning and other regulations governing scenic quality. Impacts would be less than significant. **Threshold d:** Implementation of the Project would introduce new lighting elements on-site, primarily to illuminate parking areas and building entrances for both the residential and non-residential buildings. Mandatory compliance with the lighting requirements specified by Chapter 18.120 of the City's Municipal Code would ensure that Project lighting would not adversely affect the day or nighttime views in the surrounding area. With respect to daytime glare impacts, glass proposed for the Project's proposed building would be low-reflective and would not be mirrored. Furthermore, unobstructed views of on-site building surfaces utilizing glass would be rare due to the extensive use of landscaping, screen walls, and fences on the Project site. Thus, the Project would not introduce substantial sources of artificial lighting and glare and would result in a less-than-significant impact on daytime and nighttime views in the area.	Less Than Significant	a. If a lesser percentage of trees is proposed to be retained, the plan shall identify additional measures to offset the loss of more trees, including the payment of fees equivalent to the replacement of the tree(s). b. Not less than 75% of trees shall be retained. 4. In considering site design, any impacted grove shall be retained, unless otherwise approved by the City. 5. Grading operations (e.g., location of cut and fill, construction operations) shall be designed and conducted to minimize any negative effects on the trees to be retained. 6. An effective combination of replacement trees, acorns, and/or appropriate mitigation shall be planted or provided. a. Trees to be removed shall be replaced at a minimum replacement ratio of one tree for each tree removed or nine acorns planted for each tree removed. b. Mitigation other than replacement shall include the payment of replacement costs to replace each tree that is removed as determined by the oak tree assessment. 7. The trees to be retained or replacement trees shall be located in an area that will be maintained in such a manner as to ensure their long-term health (e.g., not be overwatered or receive too many nutrients). 8. A program shall be included to monitor and report on the survival rate of replaced trees to ensure the long-term success of a tree preservation and replacement plan. Impacted oaks shall be replaced in-kind on no less than a 1:1 basis with 15-gallon container stock (or as described in the City-approved Landscape Plan). The replacement trees shall be planted in the open space buffer on the Project site and/or another appropriate		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
		mitigation area. Container stock shall be locally sourced (within 25 miles of project site), if feasible. Planting and maintenance shall be conducted by a qualified landscape contractor. After installation, a restoration specialist shall inspect the plantings, establish marked photo locations, and prepare a baseline report documenting the location and species of each of the mitigation oaks. The oaks shall be monitored annually by the restoration specialist for five (5) years. Monitoring shall include a visual health assessment of the oaks, photos from the photo locations, and a count of surviving mitigation oaks. The restoration specialist shall prepare a progress report memo after each annual monitoring visit for submittal to the City of Calimesa Planning Division. The annual reports shall evaluate the site according to the performance standard and recommend remedial measures as needed. The performance standard is no less than 100 percent survivorship of mitigation oaks at the end of the five-year period. **RR 4.1-2** For all encroachments upon the protected zone of the mature non-oak trees regulated by Section 18.70.120 of the City of Calimesa Municipal Code, a Tree Preservation and Replacement Plan (Non-Oak Tree Plan) shall be prepared and approved by the City of Calimesa Planning Department prior to issuance of the grading permit. 1. All existing trees on-site shall be surveyed and plotted. Impacted non-oak trees with a DBH (Diameter Breast Height) of 24 inches or more shall be replaced with the same or similar types of trees at no less than a 1:1 ratio with 15-gallon container stock (or as described in the City-approved Landscape Plan). Invasive or potentially invasive tree species or species listed on MSHCP Table 6-2 shall not be planted, including but not limited to	Project Applicant/ Planning Department	Prior to issuance of grading permits

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
		African sumac (Searsia lancea), black locust (Robinia pseudoacacia), Brazilian pepper (Schinus terebinthifolius), Cootamundra wattle (Acacia baileyana), olive (Olea europaea), retama (Mexican) palo verde (Parkinsonia aculeata), and tree of heaven (Ailanthus altissima). 2. Replacement trees shall be planted on the Project site in accordance with the Landscape Plan. Planting and maintenance shall be conducted by a qualified landscape contractor. 3. After installation, a restoration specialist shall inspect the plantings, establish marked photo locations, and prepare a baseline report documenting the location and species of each of the mitigation trees. The trees shall be monitored annually by the restoration specialist for five (5) years. Monitoring shall include a visual health assessment of the trees, photos from the photo locations, and a count of surviving mitigation trees. The restoration specialist shall prepare a progress report memo after each annual monitoring visit for submittal to the City of Calimesa Planning Division. The annual reports shall evaluate the site according to the performance standard and recommend remedial measures as needed. The performance standard is no less than 100 percent survivorship of mitigation trees at the end of the five-year period. 4. Every effort shall be made to prevent encroachment of structures, grading, or trenching within the dripline or 25 feet of the trunk of any retained trees, whichever is greater. If encroachment within the dripline is unavoidable, no more than one-third of the root area shall be disturbed, graded, or covered with impervious materials. The root area is considered to extend beyond the dripline a distance equal to one-half the radius. 5. Building, grading, or improvements shall not occur		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
		within 15 feet of the trunk of any retained tree. Retaining walls shall be constructed where necessary to preserve the natural grade at least one-half the distance between the trunk and dripline. Walls shall be designed with a post or caisson footing rather than a continuous footing to minimize root damage. 6. Runoff channeled near trees shall not substantially change normal soil moisture characteristics on a seasonal basis. Runoff shall not be directed toward the base of trees so that the base of the trees remains in wet soil for an extended period. Where natural topography has been altered, drainage away from trunks shall be provided where necessary to ensure that water will not stand at the crown. Sedimentation and siltation in the drainage ways shall be controlled where necessary to avoid filling around the base of the trees. 7. Land uses that would cause excessive soil compaction within the dripline of trees shall be avoided. If the areas are planned for recreation, trails shall be provided so as to restrict compaction to a small area. Heavy use under trees shall be avoided unless measures to minimize compaction are undertaken.		
4.2 Agriculture and Forestry Resources				
Threshold a: The Project would result in impacts to approximately 87.0 acres of Farmland of Local Importance, which does not comprise "Farmland," as defined by CEQA, the City of Calimesa, and the CDC, meaning that the Project would not convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or any other "Farmland" to non-agricultural use. Even if "Farmland" included Farmland of Local Importance**,** based on the Project's LESA Analysis (*Technical Appendix B*), all of the Project's impacts on Farmland would still be less than significant. The Project site's final LESA score is 43.5, with an LE score of 30.1 and an SA score of 13.5. Thus, because	Less than Significant	Impacts would be less than significant; therefore, no mitigation is required.	N/A	N/A

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
the SA score is not greater than or equal to 20, the Project site is determined to have a relatively low value for agricultural production, indicating that the Project site does not contain any areas of important farmland types, and therefore, conversion of the Project site's Farmland of Local Importance to non-agricultural use would be less than significant. **Threshold b:** The Project site is not zoned for agricultural uses under existing conditions. Therefore, the implementation of the Project would not conflict with existing agricultural zoning. Additionally, the Project site is not subject to a Williamson Act Contract. No impacts would occur. **Thresholds c and d:** There is no forest land in the Project's vicinity and no lands in the Project's vicinity are zoned as forest land, timberland, or timberland production. The Project would not result in the conversion of forest land to non-forest use. No impacts would occur. **Threshold e:** There are no components of the Project that would involve other changes in the existing environment which, due to their location or nature, could result in the conversion of Farmland to non-agricultural use or forest land to non-forest use. No impact would occur.	No Impact No Impact No Impact			
4.3 Air Quality				
Threshold a: The proposed Project's construction-related air quality emissions would not exceed the SCAQMD regional thresholds and would not conflict with the SCAQMD AQMP. However, the Project's proposed land uses would exceed the growth assumptions in the SCAQMD 2022 AQMP. Mitigation measures are not available to reduce this potential conflict with the AQMP to below a level of significance. Additionally, the Project's	Significant and Unavoidable Direct and Cumulatively-Considerable Impact	**RR 4.3-1** The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 403, "Fugitive Dust" by implementing the following dust control measures during construction activities, such as earth moving activities, grading, and equipment travel on unpaved roads. Prior to grading permit issuance, the City of Calimesa shall verify that the following notes are included on the grading plan. Project contractors shall be required to ensure compliance with the notes	Project Applicant, Construction Contractor/ Planning Division	Prior to issuance of grading permits.

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
regional emissions would exceed the applicable SCAQMD regional thresholds of significance. Specifically, Project operational-source emissions would exceed applicable regional thresholds for emissions of NOx with buildout of OVNSP PA 1 under land use Scenario 1 and for emissions of VOC and NOX with full buildout of OVNSP PAs 1 and 2 under land use Scenario 1. Project operational-source emissions would exceed applicable regional thresholds for emissions of VOC and NOX with buildout of OVNSP PA 1 under land use Scenario 2 and for emissions of VOC, NO_X, CO, PM_{10}, and $PM_{2.5}$ with full buildout of OVNSP PAs 1 and 2 under land use Scenario 2. Project operational-source emissions would exceed applicable regional thresholds for emissions of NO_X with buildout of OVNSP PA 1 and with full buildout of OVNSP PAs 1 and 2 under land use Scenario 3. Mitigation Measures MM 4.3-1 through MM 4.3-7 would reduce the Project's long-term emissions of NO_X they would not reduce the Project's long-term emissions of these pollutants to below the SCAQMD regional thresholds of significance. Specifically, with implementation of the required mitigation Project emissions of VOC would be reduced to below the SCAQMD regional threshold for this pollutant under land use Scenario 1; however, NOX emissions under land use Scenario 1 still would exceed the SCAQMD regional threshold for this pollutant. Implementation of the required mitigation would avoid the Project's near-term significant and unavoidable impact due to VOC emissions with implementation of OVNSP PA 1 (only) under land use Scenario 2, although VOC impacts still would be significant and unavoidable with full buildout of OVNSP PAs 1 and 2. With implementation of the required mitigation and land use Scenario 2, NO_X emissions with implementation of OVNSP PAs 1 and/or 2 would continue to exceed the SCAQMD regional threshold for this pollutant, while PM10 emissions		and permit periodic inspection of the construction site by City of Calimesa staff or its designee to confirm compliance. These notes also shall be specified in bid documents issued to prospective construction contractors. • All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 mph per SCAQMD guidelines in order to limit fugitive dust emissions. • The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the Project are watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the midmorning, afternoon, and after work is done for the day. • The contractor shall ensure that traffic speeds on unpaved roads and Project site areas are reduced to 15 mph or less. **RR 4.3-2** The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 1113, Architectural Coatings, by requiring that all architectural coatings must consist of low VOCs (i.e., VOCs of less than 50 grams per liter [g/L]) unless otherwise specified in the Rule 1113. **RR 4.3-3** The Project is required to comply with applicable SCAQMD rules for construction activities on the Project site. In addition to the SCAQMD requirements listed above, additional SCAQMD Rules that are currently applicable during construction activity for this Project include but are not limited to: Rule 1403 (Asbestos); Rule 431.2 (Low Sulfur Fuel); and Rule 1186 / 1186.1 (Street Sweepers).	Project Applicant, Construction Contractors, Future Occupants/ SCAQMD Project Applicant, Construction Contractors/ Planning Division. SCAQMD	During construction activities and long-term maintenance During construction activities

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
would continue to exceed the SCAQMD regional threshold for this pollutant with full buildout of OVNSP PAs 1 and 2. However, implementation of the required mitigation would reduce the Project's long-term emissions of CO and $PM_{2.5}$ to below the SCAQMD regional threshold for these pollutants under land use Scenario 2. For land use Scenario 3, implementation of the required mitigation would not reduce the Project's emissions of NO_X to below the SCAQMD regional threshold for this pollutant. No additional feasible mitigation measures exist that would reduce any of the Project's long-term emissions of these pollutants to a less-than-significant level. Thus, the Project's direct and cumulatively-considerable impacts due to a conflict with or obstruction of the SCAQMD 2022 AQMP would represent a significant and unavoidable impact for which additional mitigation is not available. **Threshold b:** Construction-related emissions associated with the Project would not exceed any of the SCAQMD regional thresholds. However, implementation of land use Scenario 1 would result in emissions of NO_X that would exceed the SCAQMD regional thresholds of significance for this pollutant with buildout of OVNSP PA 1, while full buildout and operation of land use Scenario 1 (inclusive of OVNSP PAs 1 and 2) would exceed the SCAQMD regional thresholds of significance for VOC and NO_X. Implementation of land use Scenario 2 and buildout of OVNSP PA 1 would result in emissions of VOC and NO_X that would exceed the SCAQMD regional thresholds for these pollutants, while full buildout of OVNSP PAs 1 and 2 under land use Scenario 2 would result in emissions of VOC, NO_X, CO, PM_{10}, and $PM_{2.5}$ that would exceed the SCAQMD regional thresholds of significance for these pollutants. Implementation of land use Scenario 3 would result in emissions of NO_X that would exceed the	Significant and Unavoidable Direct and Cumulatively-Considerable Impact	**RR 4.3-4** The Project is required to comply with the provisions of SCAQMD Rule 402, "Nuisance" which requires that a person shall not discharge air contaminants or other materials that would cause health or safety hazards to any considerable number of persons or the public. **MM 4.3-1** Prior to issuance of shell building permits and tenant improvement building permits for the warehouse buildings, the City of Calimesa shall verify that the buildings will accommodate renewable energy production on-site (e.g., through solar panels or other "clean" technologies). The roofs of warehouse buildings shall be outfitted with a solar photovoltaic system of the maximum size feasible given building tenant electrical demands, applicable Building Code requirements, clearance requirements around skylights and roof-mounted equipment, SCE interconnection regulations, transformer capacity, and other applicable code compliance constraints. Prior to issuance of a certificate of occupancy for the tenant, the City shall verify that the roof-mounted solar photovoltaic systems are either installed, or that the systems have been ordered and are scheduled to be installed within 6 months of tenant occupancy. The number of solar panels shall ~~to~~ offset, at a minimum, the anticipated energy demands of the office portions of the warehouse buildings, and at maximum not exceeding the available total Kilovolt-Amperes (kVA) used to service the building by a Southern California Edison (SCE) final approved drawing showing the transformer size and capacity. The size of the transformer shall be determined by SCE in their final engineered drawings for construction of the project. If the transformer size cannot be determined during the shell building permit issuance, then this condition for rooftop solar shall be deferred to the tenant improvement building permit and to any subsequent tenant improvement permits as the tenant's transformer load may change. Utilizing the transformer capacity, the appropriate number of solar panels shall be included with the	Project Applicant, Construction Contractors, Future Occupants/ SCAQMD Project Applicant/ Planning Division	During construction activities and long-term maintenance Prior to issuance of Shell and Tenant Improvement building permits

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
SCAQMD regional thresholds of significance for these pollutants with buildout of OVNSP PA 1 and with full buildout of OVNSP PAs 1 and 2. The Project's emissions of VOC and NO_X under land use Scenario 1, the Project's emissions of VOC, NO_X, CO, PM_{10}, and $PM_{2.5}$ under land use Scenario 2, and the Project's emissions of NO_X under land use Scenario 3 would cumulatively contribute to a net increase of criteria pollutants (PM_{10}, $PM_{2.5}$, and/or O_3) for which the SCAB is considered nonattainment. Implementation of Mitigation Measures MM 4.3-1 through MM 4.3-8 would reduce the Project's long-term air quality emissions but would not reduce the Project's long-term operational air quality impacts to below a level of significance. Specifically, NO_X emissions under land use Scenario 1 still would exceed the SCAQMD regional threshold for this pollutant. With implementation of the required mitigation and land use Scenario 2, the Project would result in significant and unavoidable impacts due to emissions of VOC, NO_X, and PM_{10}. For land use Scenario 3, implementation of the required mitigation would not reduce the Project's emissions of NO_X to below the SCAQMD regional threshold for this pollutant. Thus, the Project would exceed the SCAQMD's regional operational significance thresholds and would cumulatively contribute to the nonattainment designations in the SCAB for ozone due to emissions of NO_X (land use Scenarios 1, 2, and 3) and/or VOC (land use Scenario 2 only), and for particulate matter due to emissions of PM_{10} (land use Scenario 2 only). Therefore, for land use Scenarios 1 and 3, the proposed Project's operational emissions of NO_X, represent a significant and unavoidable impact for which additional mitigation is not available. For land use Scenario 2, the proposed Project's operational emissions of VOC, NO_X, and PM_{10} represent a significant and unavoidable impact for which additional mitigation is not available.		related building permits to ensure their installation and operation. As it relates to the shell building permit, the roof shall be designed to accommodate rooftop mounted solar panels. As part of the building permit application, the Project Applicant shall provide calculations to disclose the anticipated energy demands of the warehouse buildings' office spaces, and shall demonstrate that the solar panels proposed as part of the building permits are sufficiently sized to meet 100% of the office space energy demands. **MM 4.3-2** In conjunction with the approval of tenant improvement plans and prior to the issuance of an occupancy permit, a minimum of the below referenced truck (trailer) electric charging stations shall be installed, technology and SCE electric transformer capacity permitting. If the warehouse building tenant is not served by electric trucks, at the time the City issues the certificate of occupancy, as a condition of the occupancy permit, electric truck charging stations shall be installed and operational, technology and transformer capacity permitting, no later than 24 months from the date of certificate occupancy or December 31, 2027, whichever is soonest. • Building 1 – 37 Dock Doors * 5% = 2 Charging Stations • Building 2 – 74 Dock Doors * 5% = 4 Charging Stations • Building 3 – 93 Dock Doors * 5% = 5 Charging Stations • Building 4 – 50 Dock Doors * 5% = 3 Charging Stations **MM 4.3-3** Prior to issuance of occupancy permits for any warehouse building, the City of Calimesa shall ensure that the passenger car Electric Vehicle (EV) charging stations and designated carpool parking stalls have been installed per the provisions of the California Green Building Standards Code, and shall ensure that at least 5% of all passenger vehicle parking spaces assigned to the warehouse building have been equipped with operational working Level 2 Quick Charge EV charging stations, for a minimum of 42 EV charging spaces. The City of	Project Applicant, Future Occupants/ Planning Division Project Applicant, Successors in Interest/ Building and Safety Department, Code Enforcement Department	Prior to the issuance of an occupancy permit Prior to final building inspection and prior to issuance of Shell and Tenant Improvement building permits

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
Threshold c: The Project's construction-related emissions would not exceed any of the SCAQMD LSTs, and impacts would be less than significant. Additionally, implementation of land use Scenario 3 would not exceed the SCAQMD's LSTs for any pollutant under long-term operations, resulting in a less-than-significant impact. While implementation of land use Scenarios 1 and 2 would exceed the SCAQMD LSTs for PM_{10} and $PM_{2.5}$ prior to mitigation, with implementation of the required mitigation the Project's localized impacts during operational activity for land use Scenarios 1 and 2 would be reduced to below the SCAQMD LSTs for PM_{10} and $PM_{2.5}$, resulting in a less-than-significant impact. In addition, each of the Project's land use scenarios, even when considered in the context of cumulative developments, would not produce the level of traffic volumes necessary to create a CO "hot spot"; thus, impacts due to CO "hot spots" would be less than significant. Construction- and operational-related activities associated with the Project would not expose nearby sensitive receptors to cancer or non-cancer health risks exceeding the SCAQMD thresholds of significance of 10 in one million or 1.0, respectively, and impacts would be less than significant. Additionally, the analysis demonstrates that combined health risks associated with the Project's combined construction and long-term operational TAC emissions also would not exceed the SCAQMD's thresholds of significance for cancer or non-cancer health risks at the MEIR. Therefore, Project impacts due to TACs would be less than significant on both a direct and cumulatively-considerable basis with implementation of the required mitigation,. **Threshold d:** The Project does not propose land uses typically associated with emitting objectionable odors.	Less Than Significant with Mitigation Incorporated Less Than Significant	Calimesa also shall verify that electrical panel(s) are adequately sized to accommodate future EV charging stations The City also shall verify that signage has been installed indicating EV charging stations and specifying that spaces are reserved for clean air/EV vehicles. Unless superior technology is developed that would replace the EV charging units, the building operators and any successors in interest shall be responsible for maintaining the EV charging stations in working order for the life of the buildings. The City shall verify the installation of the passenger car EV stations and electrical panels and conduit prior to issuance of occupancy permits.. **MM 4.3-4** All on-site indoor and outdoor cargo handling equipment used in warehouse operations (including yard trucks, hostlers, yard goats, pallet jacks, forklifts, and comparable on-site equipment) shall be required to be powered by electricity or equivalent non-zero engines. Prior to issuance of occupancy permits for any warehouse buildings, the City of Calimesa shall verify that the electric charging stations have been installed for the on-site equipment. This requirement also shall be specified in future lease agreements with all future tenants, and future tenants shall be required to permit periodic inspection by the City of Calimesa to ensure compliance. **MM 4.3-5** In order to promote alternative fuels, and help support "clean" truck fleets, as part of future lease agreements the developer/successor-in-interest shall be required to provide building occupants with information related to SCAQMD's Carl Moyer Program, CARB's Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP), and/or other such programs that promote truck retrofits or "clean" vehicles and information including, but not limited to, the health effect of diesel particulates, benefits of reduced idling time, CARB regulations, and importance of not parking in residential areas. Tenants shall be notified about the availability of: 1) alternatively fueled cargo	Project Applicant, Future Site Occupants/ Building and Safety Department Project Applicant, Future Occupants/ Building and Safety Department	During long-term site operations During long-term site operations

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
Standard construction requirements would minimize odor impacts from construction. Additionally, it is expected that Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the City's solid waste regulations. The proposed Project also would be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Thus, impacts would be less than significant.		handling equipment; 2) grant programs for diesel-fueled vehicle engine retrofit and/or replacement; 3) designated truck parking locations in the Project vicinity; 4) access to alternative fueling stations proximate to the site that supply compressed natural gas; and 5) the United States Environmental Protection Agency's SmartWay program. **MM 4.3-6** Legible, durable, weather-proof signs shall be placed at truck access gates, loading docks, and truck parking areas of the warehouse portion of the Project that identify applicable California Air Resources Board (CARB) anti-idling regulations. At a minimum, each sign shall include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for drivers of diesel trucks to restrict idling to no more than three (3) minutes once the vehicle is stopped, the transmission is set to "neutral" or "park," and the parking brake is engaged; and 3) telephone numbers of the building facilities manager and the CARB to report violations. Prior to the issuance of occupancy permits, the City shall conduct a site inspection to ensure that the signs are in place. **MM 4.3-7** All warehouse lease agreements shall include a provision requiring the use of electric equipment for landscape maintenance to the extent feasible. **MM 4.3-8** All warehouse and storage lot operations on site shall adhere to the following requirements. These requirements also shall be specified in future lease agreements with all future tenants, and tenants shall be required to permit periodic inspection by the City of Calimesa to ensure compliance. A. Warehouse/distribution facilities and trailer storage lots shall be designed to provide adequate on-site parking for commercial trucks and passenger vehicles and on-site approach driveway queuing for trucks that is away from	Project Applicant, Future Occupants/ Code Enforcement Project Applicants/ Planning Division Project Applicants/Future Tenants/ Planning Division, Code Enforcement	During long-term site operations During long-term site operations During long-term site operations

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
		sensitive receptors. Queuing and spill-over of trucks onto surrounding public streets shall be prevented and lease agreements shall specify penalties for truck queuing on Calimesa Boulevard. Lease agreements shall specify that commercial trucks shall not be permitted to park in the public road right-of-way or nearby residential areas. B. Truck driveways shall not connect with Beckwith Avenue except for emergency access purposes. C. Sites shall clearly mark entry and exit points for trucks and service vehicles. D. Sites shall be densely screened with landscaping along all bordering public streets and adjacent sensitive receptors, with trees spaced no further apart than 25 feet on center. Fifty percent of the landscape screening shall include a minimum of 36- inch box trees. Facility operators will be responsible to establish a long-term maintenance mechanism to assure that the landscaping remains in place and functional in accordance with the site's approved landscaping plan. E. Facility operators shall maintain records of their fleet equipment and ensure that all diesel-fueled Medium-Heavy Duty Trucks ("MHDT") and Heavy-Heavy Duty Trucks ("HHD") accessing the site use year CARB 2010 or newer engines. The records shall be maintained on-site and be made available for inspection by the City. F. Legible, durable, weather-proof signs shall be placed at truck access gates, loading docks, and truck parking areas that identify applicable California Air Resources Board (CARB) anti-idling regulations. At a minimum each sign shall include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for drivers of diesel trucks to restrict idling to no more than three minutes; and 3) telephone numbers of the building facilities manager and CARB to report violations.		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
		G. Facility operators shall train their managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks. H. Signs shall be posted in the appropriate locations and/or handouts shall be provided to on-site employees by the facility operator that show the locations of nearest food options, fueling, truck maintenance services, and other similar convenience services to reduce unnecessary vehicle travel searching for convenience services. I. Each facility shall designate a Compliance Officer responsible for implementing the operational measures described herein and/or in the project conditions of approval and mitigation measures. Contact information shall be provided to the City of Calimesa and updated annually, and signs shall be posted in visible locations providing the contact information for the Compliance Officer to the surrounding community. J. Signs shall be posted in appropriate locations directing heavy truck drivers to either park and perform any maintenance of trucks in designated on-site areas or at a professional off-site maintenance facility and not within undesignated areas in the surrounding community or on public streets. K. Facility operators that exceed 250 on-site employees shall establish a rideshare program, in accordance with SCAQMD Rule 2202, with the intent of discouraging single-occupancy vehicle trips and promote alternate modes of transportation, such as carpooling and transit where feasible.		
4.4 Biological Resources				
Threshold a: The Project would not impact special-status plants. Implementation of Mitigation Measure MM 4.4-1 would ensure that pre-construction surveys for the burrowing owl are conducted and a Burrowing Owl Plan be prepared if necessary. Regulatory Requirement RR 4.4-3	Less Than Significant with Mitigation Incorporated	**RR 4.4-1** Prior to issuance of grading permits, the Project Applicant is required to pay Western Riverside County MSHCP fees pursuant to City of Calimesa Municipal Code Chapter 16.05, *Western Riverside County Multiple Species Habitat Conservation Plan Mitigation Fee*. The fee schedule is established by the	Project Applicant/ Planning Department	Prior to the issuance of grading permits

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
would ensure pre-construction nesting surveys are conducted prior to commencement of construction activities. Implementation of Mitigation Measure MM 4.4-2 would ensure that appropriate surveys are conducted for the Crotch's bumble bee, and further requires the Project Applicant to obtain an incidental take permit (ITP) from the CDFW. ~~Implementation of MM 4.4-3 would ensure that listed fairy shrimp and that any fairy shrimp, if present, are either conserved or mitigated through purchase of preservation credits at mitigation bank.~~ Mitigation Measure MM 4.4-4 requires that the trees, structures, and/or rock/debris piles that potentially could support an active maternity roost or hibernating colony shall be inspected by a bat specialist. Implementation of the required mitigation would reduce the Project's impacts to burrowing owl, nesting birds, the Crotch's bumble bee, and special-status bats to below a level of significance.		Western Riverside County Conservation Authority (RCA). [Although the MSHCP fee is subject to escalation, the fee schedule effective July 1, 2023 – June 30, 2024 was $19,066.00 per industrial acre (applies to proposed OVNSP Planning Area 1), $781 per unit for residential projects greater than 14.0 units per acre (applies to proposed OVNSP Planning Area 2, and to OVNSP Planning Area 3 if developed with residential uses), and $19,066 per commercial acre (applies to proposed OVNSP Planning Area 3, if developed with church uses only). Using these amounts, for informational purposes, the Project's expected MSHCP fee payment would be approximately $2,010,149.00 if OVNSP Planning Area 3 is developed with 270 residential dwelling units, and $2,036,248.00 if OVNSP Planning Area 3 is developed as a church.]		
Threshold b: No riparian or other sensitive vegetation communities would be impacted by the Project. As such, the Project would not 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 CDFW or USFWS, and impacts would therefore be less than significant.	Less Than Significant	**RR 4.4-2** Prior to issuance of grading permits or other permits authorizing ground-disturbing activities in jurisdictional areas, the Project Applicant shall provide the City of Calimesa Planning Division with copies of the Project's approved Waste Discharge Order pursuant to Section 13260 of the California Water Code from the Santa Ana Regional Water Quality Control Board (RWQCB), and an approved 1602 Streambed Alteration Agreement (SAA) from the California Department of Fish and Wildlife (CDFW) to authorize impacts to ~~0.86-acre~~1.26 acres of streambed/State waters, of which ~~0.73-acre~~1.14 acres also are Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) riverine resources subject to Section 6.1.2 of the MSHCP.	Project Applicant, Construction Contractors/ Building and Safety, CDFW	Prior to issuance of grading permits
Threshold c: Implementation of the Project would impact ~~0.86-acre~~1.26 acres of CDFW streambed/State waters, of which ~~0.73-acre~~ 1.14 acres also are MSHCP riverine resources subject to Section 6.1.2 of the MSHCP. Implementation of Mitigation Measure ~~MM 4.4-5~~MM 4.4-6 would ensure that Project impacts to ~~0.86-acre~~1.26 acres of CDFW streambed/State waters (inclusive of ~~0.73-acre pf~~1.14 acres MSHCP riverine resources) are mitigated at a minimum 2:1 ratio (~~1.72~~2.52 acres) (or as required by	Less Than Significant with Mitigation Incorporated	**RR 4.4-3** Compliance with the federal Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code (CFCG) is mandatory, both of which prohibits adverse impacts to migratory nesting birds. To ensure compliance with these mandatory State and federal requirements, the City of Calimesa shall require that the following notes are included on the Project's grading plans.	Project Applicant, Construction Contractors, Project Biologist/ Planning Division	Prior to the issuance of grading permits

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
permits issued by the SAA to be issued by the CDFW). Implementation of the required mitigation would reduce Project impacts to jurisdictional drainages and MSHCP riverine areas to below a level of significance. **Threshold d:** No native wildlife nursery sites are present within the Project area. The Project's Survey Area contains limited native habitat and terrestrial connectivity to the west is limited by I-10 and other existing developments, and the Project's Survey Area is not within the Criteria Cells that make up MSHCP Proposed Constrained Linkage 23 and does not serve as a linkage between habitat blocks. However, the Project has the potential to impact active bird nests if vegetation is removed during the nesting season (February 1 to September 15). Impacts to migratory nesting birds are prohibited by the MBTA and CFGC. In the event that Project construction activities occur during the nesting season for birds, Regulatory Requirement RR 4.4-3 would ensure pre-construction nesting surveys are conducted prior to commencement of construction activities, and also would ensure the appropriate avoidance of any active nests that may be identified. Implementation of the required mitigation would reduce the Project's impacts to nesting birds to below a level of significance. **Threshold e:** The Project would be conditioned by the City of Calimesa to comply with the provisions of Municipal Code Chapter 16.05 requiring the payment of MSHCP fees. There are 54 scrub oaks and 29 non-oak trees with a DBH of 24 inches or greater within the Project's Survey Area, which are regulated under Chapter 18.80 and Section 18.70.120 of the City of Calimesa Municipal Code, respectively. All of these scrub oaks and non-oak trees would be impacted by the Project. However, the City of Calimesa would condition the proposed Project to ensure	Less Than Significant with Mitigation Incorporated Less Than Significant with Mitigation Incorporated	Project contractors will be required to ensure compliance with these notes and permit periodic inspection of the construction site by City of Calimesa staff or its designee to confirm compliance. These notes also shall be specified in bid documents issued to prospective construction contractors. *In order to avoid violation of the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code Sections 3503, 3503.5, and 3513, vegetation clearing shall be conducted outside of the bird nesting season (February 1 to August 31) to the extent feasible. If avoidance of the nesting season is not feasible, a nesting bird survey shall be conducted by a qualified biologist within no more than 72 hours of such scheduled disturbance, to determine the presence of nests or nesting birds. The nest surveys shall include the Project site and adjacent areas where project activities have the potential to cause nest failure. The survey results shall be provided to the City's Planning Division. The Project Applicant shall adhere to the following*: *1) The Project Applicant shall designate a biologist (Designated Biologist) experienced in: identifying local and migratory bird species of special concern; conducting bird surveys using appropriate survey methodology; nesting surveying techniques, recognizing breeding and nesting behaviors, locating nests and breeding territories, and identifying nesting stages and nest success; determining/establishing appropriate avoidance and minimization measures; and monitoring the efficacy of implemented avoidance and minimization measures.* *2) Pre-activity field surveys shall be conducted at the appropriate time of day/night, during appropriate weather conditions, no more than 3 days prior to the initiation of Project activities. Surveys shall encompass all suitable areas*		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
compliance with Municipal Code Chapter 18.80 and Section 18.70.120. Implementation of Regulatory Requirement RR 4.4-4 would ensure that proposed removal of oak trees that are regulated by Chapter 18.80 of the City of Calimesa Municipal Code is subject to compliance with a City-approved Tree Preservation and Replacement Plan (Oak Tree Plan), and requires preservation of oak trees on site, replacement of oak trees, or payment of mitigation fees. Implementation of Regulatory Requirement RR 4.4-5 would require the preparation of a Tree Preservation and Replacement plan (Non-Oak Tree Plan) in the event any non-oak trees that are regulated by Section 18.70.120 of the City of Calimesa Municipal Code are removed. Implementation of Mitigation Measure ~~MM 4.4-7~~MM4.4-8 would ensure that 54 oak trees and 29 non-oak trees are incorporated into the Project's landscaping. Thus, Project impacts to oak trees and non-oak trees are reduced to less-than-significant levels. **Threshold f:** The Project would impact ~~0.73-acre~~1.14 acres of Western Riverside County MSHCP riverine resources, which represents a significant impact due to a potential conflict with Section 6.1.2 of the MSHCP. Mitigation Measure ~~MM 4.4-5~~MM 4.4-6 would ensure that Project impacts to ~~0.73-acre~~1.14 acres of MSHCP riverine resources are mitigated at a minimum 2:1 ratio (~~1.46~~2.28 acres) (or as required by permits issued by the CDFW as part of the Project's SAA for Project impacts to ~~0.86-acre~~1.26 acres of CDFW streambed/State waters). Implementation of Mitigation Measure ~~MM 4.4-6~~MM 4.4-7 would ensure that future implementing landscaping plans exclude prohibited plant species pursuant to MSHCP Table 6-2. Implementation of Mitigation Measure MM 4.4-1 would ensure that pre-construction surveys are conducted for the burrowing owl and would further require the	Less Than Significant with Mitigation Incorporated	*including trees, shrubs, bare ground, burrows, cavities, and structures. Survey duration shall take into consideration the size of the Project site; density, and complexity of the habitat; number of survey participants; survey techniques employed; and shall be sufficient to ensure the data collected is complete and accurate.* *If no nesting birds are observed during the survey, site preparation and construction activities may begin. If active nests are identified, avoidance or minimization measures shall be undertaken in consultation with the City of Calimesa and CDFW. Measures shall include immediate establishment of an appropriate buffer zone to be established by a qualified biologist, and approved by the City of Calimesa, based on their best professional judgement and experience. The buffer around the nest shall be delineated and flagged, and no construction activity shall occur within the buffer area until a qualified biologist determines nesting species have fledged and the nest is no longer active, or the nest has failed. The Designated Biologist shall monitor the nest at the onset of Project activities, and at the onset of any changes in such Project activities (e.g., increase in number or type of equipment, change in equipment usage, etc.) to determine the efficacy of the buffer. If the Designated Biologist determines that such Project activities may be causing an adverse reaction, the Designated Biologist shall adjust the buffer accordingly or implement alternative avoidance and minimization measures, such as redirecting or rescheduling construction or erecting sound barriers. All work within these buffers will be halted until the nesting effort is finished (i.e., the juveniles are surviving independent from the nest). The onsite qualified biologist will review and verify compliance with these nesting avoidance buffers and will verify the nesting effort has finished. Work can resume within these avoidance areas when no other active nests are found. Within*		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
preparation and implementation of a Burrowing Owl Plan. Implementation of the required mitigation would ensure the Project is fully consistent with the requirements of MSHCP Section 6.3.2, and would reduce the Project's impacts to below a level of significance.		*30 days of completion of the survey and nesting bird monitoring, a report shall be prepared and submitted to the City of Calimesa for mitigation monitoring compliance record keeping."* **RR 4.4-4** Prior to issuance of grading permits, the 54 impacted oak trees and 29 non-invasive non-oak trees shall be mitigated in accordance with the Project's Oak Tree and Mature Non-Oak Tree Planting and Restoration Plan (herein, "Tree Plan"; included as Technical Appendix E6 to the Project's EIR). The Tree Plan maps the species, size (in terms of Diameter Breast Height [DBH]), location, and health of all oak and non-oak trees located within the Project's anticipated impact areas; includes a justification for the removal of oak and non-oak trees on site as required by the City's Zoning Code; identifies the location of replacement oak and non-oak trees within the Project's proposed landscape areas; requires the replacement of 55 native scrub oaks with a minimum of 54 15-gallon oak trees on site; requires the replacement of 29 non-invasive non-oak trees with a DBH of 24 inches or greater with 29 15-gallon non-invasive non-oak trees; identifies responsible parties for implementation and monitoring of the Oak Tree Plan requirements; establishes implementation measures for the replacement of oak and non-oak trees on site, including provisions related to timing of installation, erosion control, watering, and plant installation, among other measures; sets forth a maintenance plan to ensure the long-term viability of the replacement oak and non-oak trees; establishes a monitoring plan requiring annual reporting on the success of the replacement oak and non-oak trees; identifies contingency measures in the event that the replacement oak or non-oak trees do not survive; and identifies performance standards that must be achieved as part of the mitigation program. As required by the Tree Plan, annual monitoring reports shall be prepared documenting the survivorship of all replacement oak and non-oak trees, with a final report required at the end of a 5-year monitoring period demonstrating that the required mitigation has	Project Applicant/ Planning Division, Community Development Department	Prior to the issuance of grading permits

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
		been achieved (i.e., demonstrating that all required replacement oak and non-oak trees have survived). The performance standard is no less than 100 percent survivorship of mitigation oaks at the end of the five-year period. **MM 4.4-1** To avoid take of active burrowing owl burrows (nests) and in accordance with MSHCP Objective 6, prior to issuance of grading permits or other permits authorizing ground disturbance (e.g., vegetation clearing, clearing and grubbing, tree removal, site watering, equipment staging), the Project Applicant shall retain a qualified biologist to perform a burrowing owl survey at all potentially suitable habitat within the Project's limits of disturbance within 30 days of the commencement of any ground-disturbing activities within the Project's Survey Area. • Pre-Construction Survey: A pre-construction survey shall be performed by a qualified biologist that will survey the proposed extent of ground disturbance and a 500-foot buffer for the presence/absence of burrowing owls within 30 days prior to commencement of ground-disturbing activities. The results of the survey shall be submitted to the City of Calimesa Planning Division and the California Department of Fish and Wildlife (CDFW) within three days of survey completion. The pre-construction survey shall be conducted in accordance with the current Burrowing Owl Instruction for the Western Riverside MSHCP. • Burrowing Owl Management Plan: If active burrowing owl burrows are detected, the Project Applicant shall not commence ground-disturbing activities within a buffer area of at least 300 to 500 feet of the burrow until no sign is present that the burrows are being used by adult or juvenile owls or following CDFW approval of a Burrowing Owl Management Plan as described below.	Project Applicant, Project Biologist/ Planning Division	Prior to issuance to grading permits and prior to ground disturbance

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
		If owl presence is difficult to determine, a Qualified Biologist shall monitor the burrows with motion-activated trail cameras for at least 24 hours to evaluate burrow occupancy. The Qualified Biologist shall verify the nesting effort has finished according to methods identified in the Burrowing Owl Plan. The Burrowing Owl Management Plan shall be prepared in accordance with guidelines in the CDFW Staff Report on Burrowing Owl (March 2012) and Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). The Qualified Biologist and Project Applicant shall coordinate with the City of Calimesa, CDFW, and United States Fish and Wildlife Service (USFWS) to develop a Burrowing Owl Management Plan to be approved by the City, CDFW, and USFWS prior to commencing Project ground-disturbing activities. The Burrowing Owl Management Plan shall describe proposed avoidance, relocation, monitoring, minimization, and/or mitigation actions. The Burrowing Owl Management Plan shall include the number and location of occupied burrow sites and details on proposed buffers if avoiding the burrowing owls or information on the adjacent or nearby suitable habitat available to owls for relocation. If no suitable habitat is available nearby for relocation, details regarding the creation and funding of artificial burrows (numbers, location, and type of burrows) and management activities for relocated owls shall also be included in the Burrowing Owl Management Plan. The City shall require implementation of the Burrowing Owl Plan following CDFW and USFWS review and approval. If burrowing owls are observed during Project implementation and construction, the Project Applicant		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
		or its construction contractor shall notify CDFW immediately in writing within 48 hours of detection. A Burrowing Owl Management Plan shall be submitted to CDFW for review and approval within two weeks of detection and no Project activity shall continue within 1,000 feet of the burrowing owls until CDFW approves the Burrowing Owl Management Plan. The City shall be responsible for assuring implementation of appropriate avoidance and mitigation measures, including burrow avoidance, passive or active relocation, or other appropriate mitigation measures as identified in the Burrowing Owl Management Plan. If ground-disturbing activities occur but the areas planned for disturbance are left undisturbed for more than 30 days, a preconstruction survey for burrowing owl shall be conducted within 3 days prior to initiation of Project activities and reported to CDFW as described above. If burrowing owl are found, the same coordination described above shall be necessary. A final report shall be prepared by the Qualified Biologist documenting the results of the burrowing owl surveys and detailing avoidance, minimization, and mitigation measures. The final report shall be submitted to the City and CDFW within 30 days of completion of the survey and burrowing monitoring for mitigation monitoring compliance record keeping. **MM 4.4-2** Prior to the issuance of grading permits, a Qualified Biologist shall conduct a follow-up focused survey for Crotch's bumble bee within the Project's Survey Area (i.e., on- and off-site impact areas) using the CDFW survey protocol for this species. This follow-up focused survey is proposed because at the time of the 2023 surveys, CDFW had not yet released their recommended	Project Applicant/ Planning Division, CDFW	Prior to the issuance of grading permits

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
		protocol, which is the currently established standard in California. The follow-up focused survey shall be conducted during the appropriate season and utilizing an appropriate survey method based on the species' biology and using the protocol identified by the CDFW's publication, "Survey Considerations for California Endangered Species Act (CESA) Candidate Bumble Bee Species," dated June 6, 2023. Survey results shall be provided to the City of Calimesa Planning Division and CDFW. If initial vegetation or ground disturbance or tree trimming/encroachment/removal occurs during the bee's activity period (February through October), a Qualified Biologist shall conduct a pre-construction survey of disturbance areas for bee colonies with seven (7) days prior to the start of work. If a colony is present, a 100-foot avoidance buffer shall be established. Survey results, including results from focused Crotch bumble bee surveys conducted in 2023, shall be provided to the City of Calimesa Planning Division and CDFW. If a survey finds that a Crotch's bumble bee colony is present within the Project's Survey Area, the Qualified Biologist shall consult with CDFW. If the Project will impact Crotch's bumble bee, an incidental take permit (ITP) from CDFW shall be obtained and other mitigation shall be implemented if and as required by CDFW. ~~**MM 4.4-3** Prior to certification of the Project's Final Environmental Impact Report (FEIR), the City shall verify that wet season fairy shrimp surveys have been completed. If survey results are positive, then prior to Project approval the City shall require that the Project's application materials be revised to preserve as natural open space at least 90 percent of the occupied portions of the property that provide for long-term conservation value for the fairy shrimp. Alternatively, if survey results are positive, the City shall add a condition of approval requiring that~~	~~Project Applicant, Project Biologist/ Planning Division~~	~~Prior to the issuance of grading permits~~

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
		~~prior to issuance of grading permits, the Project Applicant shall provide evidence to the City of Calimesa that appropriate mitigation credits have been purchased at a ratio of 3:1 (preserved habitat : occupied habitat) at a mitigation bank that is acceptable to the City of Calimesa Planning Department, USFWS, and CDFW, such as the Skunk Hollow / Berry Jones Mitigation Bank. In the event that the wet season survey results are negative, then no mitigation would be required.~~ **MM 4.4-4** Prior to the issuance of a grading permit, a qualified bat specialist shall conduct a follow-up survey to identify trees, structures, or rock/debris piles proposed for disturbance that could provide hibernacula or nursery colony roosting habitat for bats. Structures include buildings, culverts, and other man-made objects that could provide bat roosting habitat. Project activities shall avoid all habitat for hibernating bats and maternity roosts plus a surrounding 100-foot radius buffer until the follow-up assessment determines if habitat is occupied. Given that bat exclusion devices on structures are not always 100% effective and that any suitable trees cannot be removed until all approvals are obtained, to ensure the most optimal results regarding presence/absence, focused bat surveys also shall be conducted closer to construction but during the April to October season when bats are active and can be detected. Nighttime acoustic and emergence survey(s) at structures or trees shall be conducted by qualified bat biologists to determine if roosting bats are present. Surveys shall be conducted only during weather conditions favorable to detection of emerging bats. Each nighttime survey shall begin approximately 0.5-hour before sunset and continue until 1.5 hours after sunset. All survey personnel shall have experience with nighttime bat surveys and shall use night vision goggles augmented with infrared lights to observe emerging bats. Bat vocalizations shall be captured using an ultrasound detector, with calls recorded for later analysis and species identification. The number and species of any bats detected on the site along with all locations of occupied roosts	Project Applicant/ Planning Division, CDFW	Prior to the issuance of grading permits

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
		shall be documented. If the follow-up survey finds that roosting bats are absent, then exclusionary devices shall be installed as recommended by the bat biologist and pre-construction focused surveys as described below shall be conducted to confirm absence. If bats are not detected, but the bat specialist determines that roosting bats may be present at any time of year, then trees or structures shall be brought down in a controlled manner as described below. If the pre-construction survey(s) find that roosting bats are present, then CDFW and the City of Calimesa Planning Department shall be notified, exclusionary devices shall be installed as recommended by the bat biologist, maternity roosts shall be left in place until the end of the maternity season, hibernating colonies shall be left in place until a qualified biologist determines that the bats are no longer hibernating, pre-construction surveys shall be conducted as described below to confirm absence, a bat specialist shall monitor and document demolition activities as described below, artificial bat roosts shall be constructed and maintained at a suitable undisturbed area of the site, and these artificial roosts shall be monitored as described below. Bats shall be allowed to escape prior to demolition of structures and rock/debris piles. This may be accomplished by placing one-way exclusionary devices into areas where bats are entering a structure or rock/debris pile that allow bats to exit but not re-enter. Demolition or disturbance to suitable bat roosting habitat shall be scheduled between October 1 and February 28, outside of the maternity roosting season and only after absence of bats has been confirmed. If trees must be encroached during the maternity season (March 1 to September 30), or structures or rock/debris piles must be removed at any time of the year, the following requirements will apply and become conditions of the grading permit. A. Each tree, structure, or rock/debris pile identified as potentially supporting an active maternity roost or hibernating colony shall be closely inspected by the bat		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
		specialist no greater than seven (7) days prior to disturbance to more precisely determine the presence or absence of roosting bats. B. If bats are not detected, but the bat specialist determines that roosting bats may be present at any time of year, then trees or structures shall be brought down in a controlled manner using heavy machinery. In order to ensure the optimum warning for any roosting bats that may still be present, the trees or structures shall be nudged lightly two to three times, with a pause of approximately 30 seconds between each nudge to allow bats to become active. Trees or structures may then be pushed to the ground or disturbed slowly under the supervision of a bat specialist. C. Felled trees shall remain in place until they are inspected by a bat specialist. Trees that are known to be bat roosts shall not be sawed up or mulched immediately. A period of at least 48 hours shall elapse prior to such operations to allow bats to escape. D. Maternity season lasts from March 1 to September 30. Trees, structures, or rock/debris piles determined to be maternity roosts shall be left in place until the end of the maternity season. A tree, structure, or rock/debris pile containing a hibernating colony shall be left in place until a qualified biologist determines that the bats are no longer hibernating. E. The bat specialist shall document all demolition monitoring activities and prepare a summary report to the City upon completion of tree and rock/debris pile disturbance or structure demolition activities. If special status bats are detected during pre-construction surveys, all construction-related activity within 300 feet of the bat roost shall be halted immediately and the City of Calimesa Planning Division and CDFW shall be notified. Work may only resume subsequent to CDFW		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
		and City of Calimesa Planning Division approval. F. If confirmed occupied or formerly occupied bat roosting habitat is destroyed, artificial bat roosts of comparable size and quality shall be constructed and maintained at a suitable undisturbed area of the site. The design and location of the artificial bat roosts shall be determined by the bat specialist and this information shall be provided to CDFW and the City of Calimesa Planning Division. Artificial bat roosts shall be installed prior to the initiation of Project-related activities to allow sufficient time for bats to relocate and become established. In exceptional circumstances, such as when roosts cannot be avoided and bats cannot be evicted by non-invasive means, it may be necessary to capture and transfer the bats to appropriate natural or artificial bat roosting habitat in the surrounding area. Bats raising young or hibernating shall not be captured and relocated. Capture and relocation shall be performed by the bat specialist in coordination with CDFW and shall be subject to approval by the City of Calimesa Planning Division and CDFW. A Bat Relocation Plan shall be prepared if required by CDFW. Implementation of relocation can result in bat mortality. If this occurs, additional mitigation shall be determined through coordination with CDFW. G. A monitoring plan shall be prepared for the replacement roosts, which shall include success criteria for the use of the replacement roosts by the displaced species, as well as provisions to prevent harassment, predation, and disease of relocated bats. Monitoring shall be conducted annually for no less than five (5) years or until success criteria are met. Annual monitoring shall include daytime inspections of the replacement roosts for damage, vandalism, etc. and nighttime acoustic and emergence surveys to document number and species of		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
		bats using the replacement roosts. The monitoring period shall be initiated within one (1) year following the installation of the replacement roosting habitat. All monitoring visits shall be performed by a qualified bat biologist. Each nighttime monitoring survey shall begin approximately 0.5-hour before sunset and continue until 1.5 hours after sunset. All survey personnel shall have experience with nighttime bat surveys and shall use night vision goggles augmented with infrared lights to observe emerging bats. Bat vocalizations shall be captured using an ultrasound detector, with calls recorded for later analysis and species identification. The number and species of any bats detected on the site and emerging from the replacement roosts shall be documented. Success criteria shall be met when the replacement roosts are occupied by one or more of the bat species displaced by Project activities. If there is no evidence of occupation by bats during the first annual survey, potential causes shall be identified and adaptive management strategies shall be developed by a qualified bat biologist and subsequently implemented. These adaptive management strategies may include, but are not limited to, reducing light trespass in the vicinity of the roost structures, modifying the exteriors of the roost structures to improve thermal characteristics, and using acoustic lures. If the roosting habitat structures have not been occupied by the fifth year of monitoring, additional annual monitoring shall be required until all feasible adaptive management strategies have been implemented for at least 2 years or until alternative mitigation acceptable to the City of Calimesa Planning Department and CDFW has been implemented. H. Annual reports detailing the success of roost replacement and bat relocation shall be prepared and submitted to the City of Calimesa Planning Division and		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
		CDFW for five (5) years following relocation or until performance standards are met, whichever period is longer.		
		MM 4.4-5 To avoid permanent impacts to roosting and foraging bats (and other nocturnal wildlife) from the installation of new light fixtures associated with the proposed Project, shielded, wildlife friendly lighting shall be used for all outdoor lighting. Wildlife-friendly lighting consists of a shielded light source falling at or below the 2500K color temperature spectrum. Shielding of lighting fixtures (including bulbs) shall result in zero backlight and uplight, and limit glare (sidelight) from direct lighting to a 60-degree angle from bottom center, or less, under the Backlight, Uplight and Glare (BUG) classification system established by the Illuminating Engineering Society (IES). Incorporation of these elements will minimize the direct and indirect effects to wildlife between dusk and dawn.	Project Applicant, Future Occupants/ Planning Division	Prior to the issuance of building permits
		MM 4.4-6 In order to mitigate Project impacts to ~~0.86 acre~~1.26 acres of CDFW streambed/State waters, of which ~~0.73 acre~~1.14 acres also are MSHCP riverine resources subject to Section 6.1.2 of the MSHCP, prior to the issuance of grading permits the Project Applicant shall provide evidence to the City of Calimesa that mitigation credits have been purchased from an approved mitigation bank at a minimum ratio of 2:1, or a minimum of approximately ~~1.72 acre~~2.52 acres of mitigation credits. Mitigation purchased shall consist of no less than 1:1 re-establishment credits plus no less than 1:1 rehabilitation credits, and/or as otherwise specified by the Project's 1602 Streambed Alteration Agreement (SAA) to be issued by the CDFW. Alternatively, in the event that mitigation credits are not available, prior to the issuance of grading permits the Project Applicant shall receive approval of a Habitat Mitigation Plan from the City of Calimesa, USFWS, and CDFW for conducting permittee-responsible mitigation providing an equal or greater functional	Project Applicant/ Planning Division, Environmental Programs Department, USFWS, CDFW	Prior to the issuance of grading permits Prior to the issuance of grading and building permits

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
		value to the avoidance of 1.26 acres of CDFW streambed/State waters (inclusive of 1.14 acres of MSHCP riverine habitat) in the existing conditions.		
		MM 4.4-7 Prior to approval of landscape plans for grading or building permits, the City of Calimesa Planning Division shall review the proposed list of plant materials to ensure that the landscape plans do not include any of the invasive plant species listed in Table 6-2 of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP).	Project Applicant/ Planning Division	Prior to the issuance of grading permits
		MM 4.4-8 Prior to the issuance of grading permits, the Project Applicant shall provide evidence to the City of Calimesa Planning Department that 55 oak trees and 11 mature non-oak trees were incorporated into the Project's landscaping in accordance with the mitigation requirements provided in the Project's Oak and Mature Non-Oak Tree Planting and Restoration Plan prepared by L&L Environmental, Inc.	Project Applicant, Project Biologist/ Planning Division	Prior to the issuance of building and grading permits
		MM 4.4-9 The Project Applicant shall assure that the Project's construction contractors adhere to the following best management practices. Construction contractors shall be required by their contracts to comply with these best practices and permit periodic inspection of the construction site by City of Calimesa staff or its designee to confirm compliance. A note that requires compliance shall be included on all grading and building plans approved by the City of Calimesa. A. All construction personnel involved in ground-disturbing construction activities shall attend a Workers Environmental Awareness Program (WEAP) training. The WEAP shall present measures required to avoid, minimize, and mitigate impacts to biological resources. The WEAP shall consist of a presentation (either provided in person by the biological monitor or a	Project Applicant, Construction Contractors/ Building and Safety, Planning Division	

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
		recorded training session) that includes a discussion of the biology of the habitats and species that may be present at the site. The WEAP shall also include information about the special status plant and wildlife species that may be present, legal protections for those species, penalties for violations, and mitigation measures. The WEAP shall include but not be limited to burrowing owl, nesting birds, and other special status species. The WEAP shall also include information on weed control practices, appropriate trash disposal, fire prevention and procedures for smoking, spill prevention and procedures, jurisdictional waters and Stormwater Pollution Prevention Plan (SWPPP), best management practices (BMPs), biological monitors and compliance responsibilities, and other issues such as pets, firearms, etc. Attendance at training will be documented and construction workers provided with a hardhat sticker. Supporting materials will be provided to all personnel during the training program, including contact information for the biological monitor and/or other compliance personnel. Informal or formal refresher training shall be conducted as needed to maintain compliance. Upon completion of the orientation, employees shall sign a form stating that they attended the program and understand all biological resource mitigation measures. Forms verifying worker attendance shall be filed at the Project Applicant's office and be accessible to the City of Calimesa and CDFW staff. No untrained personnel shall be allowed to work onsite with the exception of delivery trucks that are only onsite for 1 day or less and are under the supervision of a trained employee. B. All equipment storage and parking during construction activities shall be confined to the designated construction area or to previously disturbed offsite areas		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
		that are not habitat for listed species. C. Project construction activities involving initial surface disturbance shall occur during daylight hours. D. Trenches shall be inspected for entrapped wildlife each morning prior to the onset of construction. Before such holes or trenches are filled, they shall be thoroughly inspected for entrapped animals. Any wildlife so discovered shall be allowed to escape voluntarily, without harassment, before construction activities resume. A qualified biologist may remove wildlife from a trench, hole or other entrapment out of harm's way if the immediate welfare of the individual is in jeopardy. State or federal listed species may not be handled. Should any State or federal listed species become entrapped, CDFW and USFWS shall be contacted as appropriate. E. All food-related trash items such as wrappers, cans, bottles and food scraps generated by Project construction activities shall be disposed of in closed containers and removed at least once each week from the site. Deliberate feeding of wildlife shall be prohibited. F. To prevent harassment of special-status species, construction personnel shall not be allowed to have firearms or pets on the Project site. G. All equipment and work-related materials shall be contained in closed containers either in the work area or on vehicles. Loose items (e.g., rags, hose, etc.) shall be stored within closed containers or enclosed in vehicles when on the work site. H. Use of rodenticides and herbicides on the Project site shall be prohibited unless approved by the CDFW and USFWS. This is necessary to prevent primary or secondary poisoning of special-status species using adjacent habitats, and to avoid the depletion of prey		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
		upon which they depend. I. Any employee who inadvertently kills or injures a listed species, or who finds any such wildlife dead, injured, or entrapped within the Project's construction areas, shall be required to report the incident immediately to a designated site representative (e.g., foreman, project manager, environmental inspector, etc.). J. In the case of entrapped wildlife that are listed species, escape ramps or structures shall be installed immediately, if possible, to allow the subject wildlife to escape unimpeded. K. In the case of injured special-status wildlife, the CDFW shall be notified immediately. During business hours Monday through Friday, the phone number is (760) 200-9158. Notification should include the date, time, location, and circumstances of the incident. Instructions provided by the CDFW for the care of the injured animal should be followed by the contractor onsite. L. In the case of dead wildlife that are listed as threatened or endangered, the USFWS and the CDFW shall be immediately (within 24 hours) notified by phone or in person, and shall document the initial notification in writing within 2 working days of the findings of any such wildlife. Notification shall include the date, time, location, and circumstances of the incident. M. If any previously unidentified protected species or any previously unreported protected species is found to be present during Project-related construction activities, occupied areas shall be avoided and the construction contractor shall be required by its contract to call a CDFW-approved biologist to the site to identify the species. If the species is protected, the qualified biologist shall notify the USFWS and CDFW of any previously unreported protected species. Any take of protected wildlife shall be reported immediately to		Prior to the issuance of grading permits and during all construction activities

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
		USFWS and CDFW. **MM 4.4-10** As a condition of grading permits and prior to initiation of clearing or grading activities, flags shall be placed at the edges of permitted disturbance areas and shall remain in place throughout the duration of all construction activities. Project contractors shall not be permitted to disturb the ground surface beyond the flags and shall permit access to the site to City staff or its designee to verify compliance with these requirements. The following note also shall be placed on all grading plans and construction documents. a. In areas where habitat or avoidance areas are present adjacent to Project disturbance areas, the disturbance area boundaries shall be clearly flagged or fenced prior to vegetation clearing, grading, or other construction activities to prevent incursion into habitat outside of the Project disturbance area. No construction activities, equipment, materials, debris, or spoils shall be allowed outside of the Project boundaries. Personnel shall be instructed to restrict activities to disturbance areas. Flagging/fencing shall remain in place and shall be maintained until replaced by permanent fencing (if applicable) or until Project construction in the area is complete. **MM 4.4-11** Prior to commencement of ground clearing or grading activities, the Project Applicant shall provide evidence to the City of Calimesa demonstrating that a biological monitor has been contracted to fulfill the requirements listed below. Prior to final grading inspection, all monitoring reports and communications shall be provided to the City of Calimesa Planning Department, CDFW, and USFWS, if requested. Prior to issuance of a grading permit, the City shall verify that the grading plan notes include the following requirements.	Project Applicant, Construction Contractors/ Building and Safety, Planning Division Project Applicant, Project Biologist, Construction Contractors/ Building and Safety, Planning Division	Prior to issuance of grading permits, prior to commencement of ground clearing or grading activities, and during all ground-disturbing activities

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
		a. A qualified biologist with expertise on the sensitive plant and wildlife species potentially present on the site shall be hired by the applicant prior to issuance of the grading permit, with proof of the contract provided to the City of Calimesa Planning Department. The Project Biologist shall be responsible to communicate with and provide guidance to biological monitors regarding biological resources issues, communicate with wildlife agencies as needed, and ensure that any required reports are submitted. b. One or more biological monitors shall be assigned to the Project to monitor work activities during the initial vegetation clearing and grading phase of construction (including any ground or vegetation disturbance, demolition, fence installation, grading of existing roads, material delivery, etc.). Monitors shall be responsible for ensuring that impacts to listed and special status species, native vegetation, sensitive habitat, jurisdictional waters, and unique biological resources are avoided and minimized to the extent possible. Monitors shall also be responsible to ensure that work activities are conducted in compliance with Project mitigation measures, permit conditions, and applicable regulations. c. Biological monitors shall have the authority to temporarily halt construction activities to avoid unauthorized impacts to biological resources. Halted activities shall not resume until the issue has been appropriately addressed and the biological monitor clears construction to continue.		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
		d. Biological monitors shall attend daily tailgate/tailboard meetings and inform construction crews of any environmentally sensitive areas (ESAs), avoidance buffers, or other resource issues or restrictions that affect the work sites for that day, and shall communicate with construction crews as needed to provide guidance to maintain compliance with mitigation measures and permit conditions. The Proponent shall ensure that an adequate number of monitors are assigned to effectively monitor work activities. e. Biological monitors are required to be familiar with the biological resources present or potentially present, ESAs, nest buffers, and any other biological resource issues at the site(s) they are monitoring. Monitors shall exhibit diligence in their monitoring duties, comply with Project mitigation measures, permit conditions, and applicable regulations, and refrain from any conduct that compromises their ability to effectively carry out their monitoring duties. f. The biological monitor(s) shall conduct daily clearance surveys for listed or special status plant and wildlife species and other sensitive biological resources within work sites and areas within no less than 100 feet of work sites to ensure that required measures are being implemented to avoid incidental disturbance of habitat and species of concern. Work activities shall not begin until the daily clearance survey is completed. The monitor shall inspect all debris piles, pipes, burrows, vegetation, and other potential refugia for listed and special status wildlife species prior to initiation of clearing, grubbing, grading, excavating, or any other project activity that		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
		may injure listed or special status wildlife. *g.* If any listed or special status plants or wildlife are found, the monitor shall take appropriate action as defined in the mitigation measures, permit conditions, and regulations. The biological monitor may move wildlife or humanely encourage it to move out of out of harm's way, if safe and feasible and permitted to do so. Wildlife carcasses will be handled as needed only by a biological monitor. Federal, state, and local agencies shall be consulted as needed and appropriate. If needed, an avoidance buffer shall be established to protect the resource until this action has been completed. Monitoring and survey activities shall be documented on a daily basis. All monitoring reports and communications shall be retained in Project files to allow review by the City of Calimesa Planning Department, CDFW, and USFWS, if requested.		
4.5 Cultural Resources				
Threshold a: Although no significant historical resources, as defined by CRHR and CEQA, were identified, there is a potential for previously-undiscovered historical resources to occur on the site surface or beneath the surface of areas planned for ground-disturbing activities. Implementation of Mitigation Measure MM 4.5-2 would ensure that any historical sites or resources identified on site or within the Project's off-site improvement areas during ground-disturbing construction activities are appropriately treated as directed by a qualified archaeologist. Implementation of the required mitigation would reduce the Project's potential impacts to subsurface historical sites or resources to below a level of significance. **Threshold b:** The Project would not impact any known archaeological sites and would not cause a substantial	Less Than Significant with Mitigation Incorporated Less Than Significant with	**RR 4.5-1** Unless otherwise required by law, the site of any reburial of Native American human remains or associated grave goods shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, pursuant to the specific exemption set forth in California Government Code §6254 (r), parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code 6254 (r). **RR 4.5-2** If human remains are encountered during ground-disturbing construction activities, compliance with California Health and Safety Code § 7050.5 and Public Resources Code § 5097 et. seq. shall be required. State Health and Safety Code § 7050.5 states that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin.	As required by Government Code Section 6254 (r) Project Applicant, Project Archeology, Planning Department, NAHC, County	As required by Government Code Section 6254 (r) In the event that human remains are discovered during grading activities

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
adverse change in the significance of any known archaeological resources pursuant to California Code of Regulation, § 15064.5. However, there is a potential that significant archaeological resources could be uncovered during ground-disturbing activities associated with the Project's construction. Implementation of Mitigation Measure MM 4.5-1 through MM 4.5-3 would ensure that any archaeological sites or resources identified on site or within the Project's off-site improvement areas during ground-disturbing construction activities are appropriately treated as directed by a qualified archaeologist. Implementation of the required mitigation would reduce the Project's potential impacts to subsurface archaeological sites or resources to below a level of significance.	Mitigation Incorporated	Further, pursuant to Public Resource Code § 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "most likely descendant." The most likely descendant shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code § 5097.98. Evidence of compliance with this mitigation measure, if human remains are found, shall be provided to the City Planning Department upon the completion of a treatment plan and final report detailing the significance and treatment finding.	Coroner	
Threshold c: The Project site does not contain a cemetery and no known cemeteries are located within the immediate site vicinity. In the event human remains are unearthed during construction activities, the Project Applicant and its contractors would be required to comply with the applicable provisions of California Health and Safety Code § 7050.5 and California Public Resources Code § 5097 et. seq. Mandatory compliance with State law would ensure that human remains, if encountered, are appropriately treated and would preclude the potential for significant impacts to human remains.	Less Than Significant	**MM 4.5-1** Prior to the issuance of a grading permit, at least one archaeologist with at least 3 years of regional experience in archaeology and that meets Secretary of the Interior standards shall conduct subsurface archaeological presence/absence testing for potential prehistoric and historical archaeological resources and sites containing Native American human remains. An Archaeological Testing Plan shall be created by the archaeologist and submitted to the consulting Tribes and the Lead Agency for review at least 10 business days prior to implementation to provide time to review/modify the Plan if needed. The Plan shall outline the protocol of presence/absence testing and contain a Treatment Plan detailing that 1) no collection of artifacts or excavation of features shall occur during testing, and 2) all discovered resources shall be properly recorded and reburied in situ. If the results of testing, as approved by the consulting Tribes, are positive, then the consulting Tribes and the Lead Agency shall, in good faith, consult concerning appropriate treatment of the finding(s).. If the results of testing, as approved by the consulting Tribes, are negative, then that will conclude consultation unless any discoveries are made during Project implementation. Any and	Project Applicant, Project Archeologist, Construction Contractor/ City Archeologist, Native American Monitors, Planning Division	Prior to issuance of a grading permit and throughout ground-disturbing activities

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
		all discoveries made during Project implementation shall be subject to the Treatment Plan outlined within the Testing Plan. In addition, representatives from the consulting Tribes, Yuhaaviatam of San Manuel Nation Cultural Resources Management Department (YSMN, also known as San Manuel Band of Mission Indians), Agua Caliente Band of Cahuilla Indians Tribal Historic Preservation Office (ACBCI THPO), and Morongo Band of Mission Indians, shall be invited to attend and assist in facilitating all archaeological activities, at the discretion of the consulting Tribes. **MM 4.5-2** An archaeological monitor with at least 3 years of regional experience in archaeology and meeting Secretary of the Interior standards shall be present for all Project-related ground-disturbing activities that occur within native soils in the proposed Project area (which includes structure demolition, clearing, grubbing, tree removals and plantings, mass or rough grading, trenching, wall footings, fence and sign post placement and removal, excavation for all utility and drainage and irrigation lines, and any other activity involving disturbance of native soil which could include all forms of landscaping and stockpiling and crushing of materials).. A sufficient number of archaeological monitors shall be present each work day to ensure that simultaneously occurring ground disturbing activities receive thorough levels of monitoring coverage for historical and archaeological resources. A Monitoring and Treatment Plan that is reflective of the Project mitigation ("Cultural Resources" and "Tribal Cultural Resources") shall be completed by the archaeologist and submitted to the Lead Agency for dissemination to the consulting Tribes. All parties shall review and agree to the plan in a reasonable time period as determined by the Lead Agency prior to permitting for the Project. Any non-responsive party shall be assumed to have agreed to the plan without comment. Any and all findings of discovered resources will be subject to the protocol detailed within the Monitoring and	Project Applicant, Project Archeologist, Consulting Tribes, Planning Division	During all ground-disturbing activities

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
		Treatment Plan. Refer to Mitigation Measure MM 4.18-2 for additional details. **MM 4.5-3** Avoidance is the preferred treatment for known prehistoric and historical archaeological sites and sites containing Native American human remains. Where feasible, Project plans should be developed to avoid known archaeological resources and sites containing human remains. Where avoidance of construction impacts is possible, capping of these resources with sterile sediments and avoidance planting (e.g., planting of prickly pear cactus) should be employed to ensure that indirect impacts from increased public availability to these sites are avoided. Where avoidance is selected, archaeological resource sites and sites containing Native American human remains should be placed within permanent conservation easements or dedicated open space areas. Monitoring and Treatment Plan. Refer to Mitigation Measure MM 4.18-2(iv) for additional details.	Project Applicant, Project Archeologist, Consulting Tribes, Planning Division	During ground-disturbing activities and in the event that archaeological resources or Native American human remains are uncovered
4.6 Energy				
Threshold a: Project construction and operations would not result in the inefficient, wasteful, or unnecessary consumption of energy. Further, the energy demands of the Project can be accommodated within the context of available resources and energy delivery systems. The Project would therefore not cause or result in the need for additional energy producing or transmission facilities. The Project would not engage in wasteful or inefficient uses of energy and aims to achieve energy conservations goals within the State of California. As such, Project impacts due to wasteful, inefficient, or unnecessary consumption of energy resources would be less than significant requiring no mitigation. **Threshold b:** Energy consumed by the Project's operation is calculated to be comparable to, or less than, energy consumed by other warehouse projects of similar scale and	Less Than Significant Less Than Significant	**RR 4.6-1** The Project would be required to comply with regulations imposed by the federal and state agencies that regulate energy use and consumption through various means and programs. Those that are directly and indirectly applicable to the Project and that would assist in the reduction of energy usage include: • Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) • The Transportation Equity Act for the 21st Century (TEA-21 • Integrated Energy Policy Report (IEPR) • State of California Energy Plan • California Code Title 24, Part 6, Energy Efficiency Standards • California Code Title 24, Part 11, California Green Building Standards Code (CALGreen)	N/A	N/A

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
intensity that are operating in California, as the Project would be subject to current regulatory requirements, such as the 2022 version of Title 24, which was not in effect when most existing developments were constructed. In addition, the Project would be subject to compliance with the mitigation measures identified in EIR Subsection 4.3, *Air Quality*. Specifically, Mitigation Measure MM 4.3-1 requires the provision of Electric Vehicle (EV) charging station infrastructure for heavy-duty trucks. Mitigation Measure MM 4.3-2 requires the Project to accommodate EV charging stations, while Mitigation Measure MM 4.3-3 requires all on-site outdoor equipment to be powered by electricity or equivalent non-zero engines. The Project also would be subject to CARB's anti-idling regulations, and all future landscape equipment would be required to be powered by electricity pursuant to Mitigation Measure MM 4.3-6. Implementation of these mitigation measures would further serve to reduce the Project's level of energy consumption. Based on the analysis presented herein, the Project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency, and impacts would be less than significant.		• AB 1493 Pavley Regulations and Fuel Efficiency Standards • California's Renewable Portfolio Standard (RPS) • Clean Energy and Pollution Reduction Act of 2015 (SB 350)		
4.7 Geology and Soils				
Threshold a: Implementation of the Project would not expose people or structures to substantial direct or indirect adverse effects related to liquefaction or fault rupture. The Project site is subject to seismic ground shaking associated with earthquakes; however, mandatory compliance with local and State regulatory requirements and building codes would ensure that the Project minimizes potential hazards related to seismic ground shaking to less than significant levels.	Less Than Significant	**RR 4.7-1** The Project's construction contractors are required to comply with the provisions of SCAQMD Rule 403 by addressing blowing dust from the Project's construction activities. **RR 4.7-2** The Project's construction activities are required to comply with the provisions of City of Calimesa Municipal Code Chapter 15.05, which requires that all projects comply with California Building Codes.	Project Applicant, Construction Contractors/ Planning Division Project Applicant, Construction Contractors/ Planning Division	During construction activities During construction activities
Threshold b: The project would not result in substantial soil erosion or loss of topsoil. The Project Applicant would	Less Than Significant	**RR 4.7-3** The Project's construction contractors are required to comply with the provisions of the Project's NPDES permit, and	Project Applicant, Construction	During construction

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be required to obtain an NPDES permit for construction activities and adhere to a Stormwater Pollution Prevention Plan (SWPPP) as well as SCAQMD Rule 403. The potential for water and wind erosion impacts during construction would be less than significant. Wind and water erosion on the project site would be minimized following development. Furthermore, the proposed CMP chamber detention systems with orifice outlets would be designed with the necessary storage capacity to mitigate onsite flows to ensure that the Project does not cause or contribute to erosion hazards downstream. Impacts would be less than significant.		the Project's SWPPP. Compliance with the NPDES permit and the SWPPP will identify and implement an effective combination of erosion control and sediment control measures (i.e., BMPs) to reduce or eliminate discharge to surface water from stormwater and non-stormwater discharges.	Contractors/ Planning Division	activities
Threshold c: There is no potential There is no potential for the Project's construction or operation to cause, or be impacted by, on- or off-site landslides, lateral spreading, subsidence, or liquefaction. Implementation of Mitigation Measure MM 4.7-1 would ensure that the depth of younger alluvium soil is verified at grading permit issuance and that overexcavation of potentially collapsible soil occurs prior to the issuance of building permits. With implementation of the required mitigation, impacts due to potential collapse hazards would be reduced to less-than-significant levels.	Less Than Significant with Mitigation Incorporated	**MM 4.7-1** As a condition of grading permit issuance, a professional geotechnical engineer shall confirm the subsurface depth of younger alluvium soils through subsurface exploration, lab testing, and engineering analysis. Based on the confirmed depth of younger alluvium, the professional geotechnical engineer with City building inspector concurrence shall identify overexcavation depths required in compliance with the Building Code to attenuate potential collapse hazards beneath proposed structures. The required overexcavation work shall occur during grading, be completed prior to issuance of the first building permit, and be verified by a geotechnical engineer upon issuance of every subsequent building permit.	Project Applicant/ Building and Safety Department	Prior to the issuance of grading permits
Threshold d: Near-surface soils possess a very low to low expansion potential. However, some of the deeper soil layers contain clay and could potentially have a higher expansion potential. Implementation of Mitigation Measure MM 4.7-2 would ensure that in the event expansive soils are encountered during grading, remedial measures would be taken to ensure that buildings on the site are not subject to hazards associated with expansive soils. Impacts due to expansive soils would be reduced to less-than-significant levels.	Less Than Significant with Mitigation Incorporated	**MM 4.7-2** As a condition of grading permit issuance, all site excavations with the potential to contain expansive soils shall be monitored by a qualified geotechnical engineer. In the event that deeper soil layers containing clay are encountered during grading activities, the geotechnical engineer shall conduct testing of the material to identify its potential Expansion Index (EI). In the event that the materials are determined to be expansive, then the geotechnical engineer shall implement all necessary remedial measures with City building inspector approval in compliance with the Building Code to ensure that buildings and other improvements placed on the site after grading are not subject to substantial adverse hazards associated with expansive soils.	Project Applicant/ Building and Safety Department	Prior to the issuance of grading permits
		MM 4.7-3 As a condition of approval for grading permits, a note shall be included on the grading plan(s) requiring that prior to the start of the proposed Project activities, all field personnel shall	Project Applicant, Project Paleontologist/	Prior to the issuance of grading permits

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
Threshold e: No septic tanks or alternative wastewater disposal systems are proposed to be installed on the Project site. Accordingly, no impact would occur associated with soil compatibility for wastewater disposal systems.	No Impact	receive a Worker's Environmental Awareness Program (WEAP) training on paleontological resources. The WEAP training shall provide a description of the laws and ordinances protecting fossil resources, the types of fossil resources that may be encountered in the Project area, the role of the paleontological monitor, outline steps to follow in the event that a fossil discovery is made, and provide contact information for the Project Paleontologist retained to implement the monitoring program of the Project. The WEAP training shall be developed by the Project Paleontologist and can be delivered concurrent with other training including cultural, biological, safety, etc.	Planning Division	
Threshold f: The Project has geologic units with a high paleontological sensitivity. Therefore, the Project's construction activities have the potential to unearth and adversely impact an unknown unique paleontological resource or site or unique geologic feature that may be buried beneath the ground surface. Implementation of Mitigation Measures MM 4.7-3 through MM 4.7-6 would ensure the proper identification and subsequent proper treatment of any paleontological resources that may be encountered during ground-disturbing construction activities. With implementation of MM 4.7-3 through MM 4.7-6, potential direct and cumulatively considerable impacts to a unique paleontological resource or site or unique geologic feature would be reduced to less than significant.	Less Than Significant with Mitigation Incorporated	**MM 4.7-4** Prior to the commencement of ground disturbing activities, a Project Paleontologist shall be retained to prepare and implement a Paleontological Resources Mitigation and Monitoring Plan (PRMMP). The PRMMP shall describe the monitoring required during excavations that extend into Pleistocene and Pliocene sediment, and the location of areas deemed to have a high paleontological sensitivity. Monitoring shall entail the visual inspection of excavated or graded areas and trench sidewalls. If the Project Paleontologist determines full-time monitoring is no longer warranted based on the geologic conditions at depth, then the Project Paleontologist may reduce or cease paleontological monitoring in consultation with the City of Calimesa and the Project Proponent.	Project Applicant, Project Paleontologist/ Planning Division	Prior to construction activities
		MM 4.7-5 If a paleontological resource is discovered, the monitor shall have the authority to temporarily divert the construction equipment around the find until it is assessed for scientific significance and, if appropriate, collected. If the resource is determined to be of scientific significance, the Project Paleontologist shall complete the following: A. <u>Salvage of Fossils.</u> If fossils are discovered, all work in the immediate vicinity shall be halted to allow the	Project Applicant, Project Paleontologist/ Planning Division	During construction activities

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
		paleontological monitor, and/or Project Paleontologist to evaluate the discovery and determine if the fossil may be considered significant. If the fossils are determined to be potentially significant, the Project Paleontologist (or paleontological monitor) shall recover them following standard field procedures for collecting paleontological as outlined in the PRMMP prepared for the Project. Typically, fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case, the paleontologist shall have the authority to temporarily direct, divert or halt construction activity to ensure that the fossil(s) can be removed in a safe and timely manner. B. Fossil Preparation and Curation. The PRMMP shall identify the museum that has agreed to accept the fossils that may be discovered during Project-related excavations. Upon completion of fieldwork, all significant fossils collected shall be prepared in a properly equipped laboratory to a point ready for curation. Preparation may include the removal of excess matrix from fossil materials and stabilizing or repairing specimens. During preparation and inventory, the fossils specimens shall be identified to the lowest taxonomic level practical prior to curation at an accredited museum. The fossil specimens must be delivered to the accredited museum or repository no later than 90 days after all fieldwork is completed. The cost of curation will be assessed by the repository and shall be the responsibility of the Project Proponent. **MM 4.7-6** Upon completion of ground disturbing activities (and curation of fossils if necessary), the Project Paleontologist shall	Project Applicant, Project	Following the completion of

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
		prepare a final paleontological mitigation report outlining the results of the mitigation and monitoring program. The report shall include discussion of the location, duration, and methods of the monitoring; geologic and/or stratigraphic descriptions; and the salvage, evaluation, and curation of significant fossils.	Paleontologist/ Planning Division	construction activities
4.8 Greenhouse Gas Emissions				
Threshold a: Land use Scenario 1 has the potential to generate a total of approximately 19,386.25 $MTCO_2e$/yr, land use Scenario 2 has the potential to generate 37,524.25 $MTCO_2e$/yr, and land use Scenario 3 has the potential to generate 21,550.16 $MTCO_2e$/yr. As such, prior to mitigation the Project would exceed the SCAQMD's numeric threshold of 3,000 $MTCO_2e$/yr. Thus, the Project's impacts due to GHG emissions under land use Scenarios 1 through 3 would be significant on a cumulatively-considerable basis. The Project would be subject to compliance with Mitigation Measures MM 4.8-1 through MM 4.8-14 and also would be subject to compliance with Mitigation Measures MM 4.3-1 through MM 4.3-7 within EIR Subsection 4.3, Air Quality, several of which would serve to reduce the Project's level of GHG emissions. These measures are designed to reduce Project construction- and operational-source emissions. Although all of the identified mitigation measures would serve to reduce the Project's GHG emissions, the resulting level of emission reductions only can be quantified for Mitigation Measures MM 4.8-3 through MM 4.8-8, MM 4.8-10, and MM 4.8-13. The estimated emissions with implementation of Mitigation Measures MM 4.8-3 through MM 4.8-8, MM 4.8-10, and MM 4.8-13 are presented on EIR Tables 4.8-8 through 4.8-10. As shown in these tables, although the required mitigation would reduce the Project's level of GHG emissions by between 6.0% and 11.2% (depending on which land use Scenario is considered), even with the incorporation of mitigation measures the Project's level of GHG emissions still would exceed the 3,000	Significant and Unavoidable Cumulatively-Considerable Impact	**RR 4.8-1** The Project would be required to comply with all mandates imposed by the State of California and SCAQMD aimed at the reduction of GHG emissions. Those that are applicable to the Project and that would assist in the reduction of greenhouse gas emissions are listed below: • Global Warming Solutions Act of 2006 (Assembly Bill [AB] 32). • Regional GHG Emissions Reduction Targets/Sustainable Communities Strategies (Senate Bill [SB] 375). • California Building Code (Title 24 California Code of Regulations [CCR]). Establishes energy efficiency requirements for new construction. • Appliance Energy Efficiency Standards (Title 20 CCR). Establishes energy efficiency requirements for appliances. • Low Carbon Fuel Standard (LCFS). Requires carbon content of fuel sold in California to be 10 percent (%) less by 2020. • California Water Conservation in Landscaping Act of 2006 (AB 1881). Requires local agencies to adopt the Department of Water Resources updated Water Efficient Landscape Ordinance or equivalent to ensure efficient landscapes in new development and reduced water waste in existing landscapes. • Statewide Retail Provider Emissions Performance Standards (SB 1368). Requires energy generators to achieve performance standards for GHG emissions. • Renewable Portfolio Standards (SB 1078 – also referred	Project Applicant/ Planning Division	Prior to issuance of building permits

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
$MTCO_2e$/yr threshold of significance. There are no additional feasible mitigation measures available that would further reduce the Project's level of GHG emissions, and as such it would not be feasible to reduce the Project's emissions of GHGs to below the 3,000 $MTCO_2e$/yr threshold of significance. Accordingly, Project impacts due to GHG emissions under land use Scenarios 1 through 3 would be significant and unavoidable impact on both a direct and cumulatively-considerable basis. **Threshold b:** Although there are no components of the Project that would conflict with the City of Calimesa CAP, since the Project would result in an exceedance of the SCAQMD's numeric threshold of 3,000 $MTCO_2e$/yr, the Project has been conservatively determined to have the potential to conflict with the CARB 2022 Scoping Plan, which is an applicable GHG reduction plan. As previously noted, although all of the identified mitigation measures would serve to reduce the Project's GHG emissions, the resulting level of emission reductions only can be quantified for Mitigation Measures MM 4.8-3 through MM 4.8-8, MM 4.8-10, and MM 4.8-13. Implementation of these measures would reduce the Project's level of GHG emissions by between 6.0% and 11.2% (depending on which land use Scenario is considered), but would not reduce the Project's emissions to below the 3,000 $MTCO_2e$/yr threshold of significance under any of the land use Scenarios considered herein. As such, it cannot be demonstrated that the Project's level of GHG reductions would ensure Project consistency with the CARB 2022 Scoping Plan. There are no other feasible mitigation measures available to reduce the Project's GHG emissions to a less than significant level. Therefore, Project impacts due to a conflict with the CARB 2022 Scoping Plan would represent a significant and unavoidable cumulatively-considerable impact of the	Significant and Unavoidable Cumulatively-Considerable Impact	to as RPS). Requires electric corporations to increase the amount of energy obtained from eligible renewable energy resources to 20% by 2010 and 33% by 2020. • California Global Warming Solutions Act of 2006 (SB 32). Requires the state to reduce statewide GHG emissions to 40% below 1990 levels by 2030, a reduction target that was first introduced in Executive Order B-30-15. • SCAQMD Rule 2305. The SCAQMD adopted Rule 2305, the Warehouse Indirect Source Rule, on May 7, 2021. Owners and operators associated with warehouses 100,000 square feet (s.f.) or larger are required to directly reduce nitrogen oxides (NO_X) and particulate matter emissions, or to otherwise facilitate emission and exposure reductions of these pollutants in nearby communities. • All vehicle operators are required to comply with California Air Resources Board (CARB) Rule 2485 and CARB Rule 2449, which limits nonessential idling of diesel-fueled commercial vehicle engines and diesel-powered off-road equipment to five minutes or less. Prior to issuance of occupancy permits for buildings with loading dock areas, the City shall verify that signs are posted in these areas that inform vehicle and equipment operators about the requirements of these Rules except that such signs shall post a 3-minute idling restriction (instead of the 5-minutes required by CARB). **MM 4.8-1** As conditions of grading and building permits, the City of Calimesa shall condition the permits to require implementation of the following measures during grading and construction activities: 1. Construction contractors shall assure the following. These requirements shall be specified in bid documents	Project Applicant/ Building and Safety Department	Prior to issuance of grading or building permits

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
proposed Project.		issued to prospective contractors. Prior to grading and building permit issuance, the construction contractor(s) shall submit an equipment list to the City confirming that the equipment used is compliant. The contractor(s) also shall keep a copy of the equipment list, with CARB tier levels noted, best available control technology (BACT) devices noted, and any required CARB or SCAQMS operating permits required, on the construction site in a location available for the City or City designee for inspection upon request. A. Construction equipment greater than 150 horsepower achieves or is equivalent to or better than Environmental Protection Agency (EPA)/ CARB Tier 4 emissions standards, or Tier 3 standards if Tier 4 equipment is not reasonably available at the time of construction; and B. Construction equipment over 50 horsepower is fitted with BACT devices, if technically feasible and if the BACT devices can be reasonably acquired by the contractor. 2. Construction contractors shall assure that hand tools and pressure washers used for construction are electric-powered and shall designate an area of the construction site where electric-powered tools and equipment can charge. The City shall verify the location of the designated charging area in association with grading and building permit issuance. 3. Project construction contractors shall tune and maintain all construction equipment in accordance with the equipment manufacturer's recommended maintenance schedule and specifications. Maintenance records for all pieces of equipment shall be kept on-site for the duration of construction activities and shall be made available for periodic inspection by City or its designee.		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
		MM 4.8-2 Prior to issuance of building permits for construction of warehouse building shells (i.e., prior to tenant improvements), the City of Calimesa shall condition the building shell permit(s) to require compliance with the following applicable requirements: 1. At least 50% of the trees planted in the passenger vehicle parking lots shall be non-deciduous (evergreen) trees to maximize shade cover in the summer. 2. The rooftops of the office portions of the warehouse building not covered with photovoltaic panels shall be constructed with light colored roofing material with a solar reflective index ("SRI") of not less than 78. This material shall be the minimum solar reflective rating of the roof material for the life of the building. Prior to issuance of building permits, the City shall verify that the roofing material complies. 3. At every bike rack and bike parking location required under CALGreen Title 24, a charging station shall be provided for the purpose of charging electric bikes. Prior to building permit issuance, the City shall review improvement plans to ensure that specifications are noted to install electric bike charging stations. The City shall verify that the charging stations are installed prior to the issuance of an occupancy permit. 4. The Project is required to comply with the provisions of the California Solid Waste Reuse and Recycling Act (AB 1327) which requires that an adequate area for collecting and loading recyclable materials over the lifetime of the project be provided. The City shall ensure the provision of this area prior to the issuance of building permits.	Project Applicant, Future Building Tenants/ Planning Division	Prior to issuance of building permits for construction of the warehouse building shell and tenant improvement building permits
		MM 4.8-3 A natural gas line shall not be installed to service any of the warehouse buildings. The City of Calimesa shall verify that there will be no gas line during the shell building permit and tenant improvement building permit plan check processes.	Project Applicant, Future Building Tenants/ Planning Division	Prior to issuance of building permits for construction of the warehouse

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
				building shell and tenant improvement building permits
		MM 4.8-4 Prior to issuance of shell building permits and tenant improvement building permits for the warehouse buildings, the City of Calimesa shall verify that the buildings will accommodate renewable energy production on-site (e.g., through solar panels or other "clean" technologies). The roofs of warehouse buildings shall be outfitted with a solar photovoltaic system of the maximum size feasible given building tenant electrical demands, applicable Building Code requirements, clearance requirements around skylights and roof-mounted equipment, SCE interconnection regulations, transformer capacity, and other applicable code compliance constraints. Prior to issuance of a certificate of occupancy for the tenant, the City shall verify that the roof-mounted solar photovoltaic systems are either installed, or that the systems have been ordered and are scheduled to be installed within 6 months of tenant occupancy. The number of solar panels shall ~~to~~ offset, at a minimum, the anticipated energy demands of the office portions of the warehouse buildings, and at maximum not exceeding the available total Kilovolt-Amperes (kVA) used to service the building by a Southern California Edison (SCE) final approved drawing showing the transformer size and capacity. The size of the transformer shall be determined by SCE in their final engineered drawings for construction of the project. If the transformer size cannot be determined during the shell building permit issuance, then this condition for rooftop solar shall be deferred to the tenant improvement building permit and to any subsequent tenant improvement permits as the tenant's transformer load may change. Utilizing the transformer capacity, the appropriate number of solar panels shall be included with the related building permits to ensure their installation and operation. As it relates to the shell building permit, the roof shall be designed	Project Applicant,/ Building & Safety Department	Prior to issuance of building permits and during the life of the Project

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
		to accommodate rooftop mounted solar panels. As part of the building permit application, the Project Applicant shall provide calculations to disclose the anticipated energy demands of the warehouse buildings' office spaces, and shall demonstrate that the solar panels proposed as part of the building permits are sufficiently sized to meet 100% of the office space energy demands. **MM 4.8-5** Prior to issuance of shell and tenant improvement building permits for the warehouse buildings, the City of Calimesa shall ensure that the following measures have been accommodated on the plans in order to achieve a minimum 10% increase in efficiency for the building envelope's energy demand (compared to the baseline condition level of efficiency without the implementation of these measures) and a 12% savings in indoor water use (compared to the baseline). Prior to issuance of occupancy permits for the warehouse buildings, the City of Calimesa shall verify that the following features have been installed on site. • Insulation (conditioned office space only): Install enhanced insulation (walls: minimum rating of R-13 Insulation; roof/attic: minimum rating of R-38 Insulation). • Windows (conditioned office space only): Enhanced window insulation [minimum U-Factor of 0.4, minimum Solar Heat Gain Coefficient (SHGC) of 0.32]. • Cool Roof [minimum Cool Roof Rating Council (CRRC) rating of 0.15-aged solar reflectance, and a minimum rating of 0.75 for thermal emittance]. • Heating/Cooling Distribution System: All ducts shall have a minimum Insulation Rating of R-6. • Water Heaters: All water heaters shall consist of high-efficiency water heaters (minimum 0.72 energy factor). • Artificial Lighting: All lighting shall consist of very high efficiency lights (100% of in-unit fixtures shall be high efficiency).	Project Applicant, Future Building Tenants/ Planning Division, Building & Safety Department	Prior to issuance of shell building permits and tenant improvement building permits for the warehouse buildings

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
		• Appliances: All appliances shall comply with Energy Star standards, including refrigerators and commercial dish washers. • Water fixtures: Water efficient toilets, water efficiency faucets, and water efficiency shower heads shall be installed in all restrooms and office spaces. **MM 4.8-6** In conjunction with the approval of tenant improvement plans and prior to the issuance of an occupancy permit, a minimum of the below referenced truck (trailer) electric charging stations shall be installed, technology and SCE electric transformer capacity permitting. If the warehouse building tenant is not served by electric trucks, at the time the City issues the certificate of occupancy, as a condition of the occupancy permit, electric truck charging stations shall be installed and operational, technology and transformer capacity permitting, no later than 24 months from the date of certificate occupancy or December 31, 2027, whichever is soonest. • Building 1 – 37 Dock Doors * 5% = 2 Charging Stations • Building 2 – 74 Dock Doors * 5% = 4 Charging Stations • Building 3 – 93 Dock Doors * 5% = 5 Charging Stations • Building 4 – 50 Dock Doors * 5% = 3 Charging Stations **MM 4.8-7** Prior to issuance of occupancy permits for any warehouse building, the City of Calimesa shall ensure that passenger car Electric Vehicle (EV) charging stations and designated carpool parking stalls have been installed per the provisions of the California Green Building Standards Code, and shall ensure that at least 5% of all passenger vehicle parking spaces assigned to the warehouse building have been equipped with operational working Level 2 Quick Charge EV charging stations, for a minimum of 42 EV charging spaces. The City of Calimesa also shall verify that electrical panel(s) are adequately sized to accommodate future EV charging stations The City also shall verify that signage has been installed indicating EV charging	Project Applicant, Future Building Tenants/ Planning Division, Building & Safety Department Project Applicant, Planning Division	Prior to issuance of shell and tenant improvement building permits for the warehouse buildings; Prior to issuance of occupancy permits for the warehouse buildings Prior to issuance of first occupancy permit

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
		stations and specifying that spaces are reserved for clean air/EV vehicles. Unless superior technology is developed that would replace the EV charging units, the building operators and any successors in interest shall be responsible for maintaining the EV charging stations in working order for the life of the buildings. The City shall verify the installation of the passenger car EV stations and electrical panels and conduit prior to issuance of occupancy permits.		
		MM 4.8-8 Prior to issuance of occupancy permits for any buildings within the Project site, the City of Calimesa shall ensure that sidewalks and the meandering multi-use trail have been installed in a manner consistent with Figure 4-4, Conceptual Non-Vehicular Circulation and Mobility Plan, of the Oak Valley North Specific Plan. Sidewalks/trails required to be installed include a 6-foot-wide sidewalk (one side) along the Project site's frontage with Calimesa Boulevard, an 8-foot-wide meandering multi-use trail along the Project site's frontage with Beckwith Avenue, and 6-foot-wide sidewalks (both sides) along Beckwith Avenue between the northern Project boundary and Singleton Road.	Project Applicant, Future Building Tenants/ Planning Division	In conjunction with the approval of tenant improvement plans and prior to the issuance of an occupancy permit
		MM 4.8-9 In order to promote the use of zero-emission commercial vehicles, building lease agreements shall include a provision that informs the Project's building tenants about the environmental benefits of using zero-emission commercial vehicles. Building lease and sale agreements shall also include provisions that encourage and incentivize the use of zero-emission commercial vehicles upon reasonable commercial availability of such vehicles, including known public and private incentive programs. Prior to the issuance of a certificate of occupancy, the building user shall report to the City as part of the occupancy permit application process whether the business will be served by owned, leased, or vendor commercial vehicles, and the fuel types of owned and leased vehicles, if known. The City shall in turn provide the building owner and user with information regarding	Project Applicant, Future Building Tenants/ Planning Division	Prior to issuance of occupancy permits for any warehouse building

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
		any additional incentive programs the City is aware of to encourage businesses to use zero-emission vehicles. **MM 4.8-10** All on-site indoor and outdoor cargo handling equipment used in warehouse operations (including yard trucks, hostlers, yard goats, pallet jacks, forklifts, and comparable on-site equipment) shall be required to be powered by electricity or equivalent non-zero engines. Prior to issuance of occupancy permits for any warehouse buildings, the City of Calimesa shall verify that the electric charging stations have been installed for the on-site equipment. This requirement also shall be specified in future lease agreements with all future tenants, and future tenants shall be required to permit periodic inspection by the City of Calimesa to ensure compliance. **MM 4.8-11** In order to promote alternative fuels, and help support "clean" truck fleets, as part of future lease agreements the developer/successor-in-interest shall be required to provide building occupants with information related to SCAQMD's Carl Moyer Program, CARB's Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP), and/or other such programs that promote truck retrofits or "clean" vehicles and information including, but not limited to, the health effect of diesel particulates, benefits of reduced idling time, CARB regulations, and importance of not parking in residential areas. Tenants shall be notified about the availability of: 1) alternatively fueled cargo handling equipment; 2) grant programs for diesel-fueled vehicle engine retrofit and/or replacement; 3) designated truck parking locations in the project vicinity; 4) access to alternative fueling stations proximate to the site that supply compressed natural gas; and 5) the United States Environmental Protection Agency's SmartWay program. **MM 4.8-12** Legible, durable, weather-proof signs shall be placed at truck access gates, loading docks, and truck parking areas of the	Project Applicant/ Building and Safety Department Project Applicant, Future Occupants/ Planning Division Project Applicant/ Code	Prior to issuance of occupancy permits for any buildings within the Project site Prior to the issuance of a certificate of occupancy for warehouses and trailer parking lots Prior to issuance of a certificate of

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
		warehouse portion of the Project that identify applicable California Air Resources Board (CARB) anti-idling regulations. At a minimum, each sign shall include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for drivers of diesel trucks to restrict idling to no more than three (3) minutes once the vehicle is stopped, the transmission is set to "neutral" or "park," and the parking brake is engaged; and 3) telephone numbers of the building facilities manager and the CARB to report violations. Prior to the issuance of occupancy permits, the City shall conduct a site inspection to ensure that the signs are in place.	Enforcement Division	occupancy and during the life of the Project
		MM 4.8-13 All warehouse lease agreements shall include a provision requiring the use of electric equipment for landscape maintenance to the extent feasible.	Project Applicant, Future Occupants/ Code Enforcement Department	As part of future warehouse and storage lot lease agreements and during the life of the Project
		MM 4.8-14 All warehouse and storage lot operations on site shall adhere to the following requirements. These requirements also shall be specified in future lease agreements with all future tenants, and tenants shall be required to permit periodic inspection by the City of Calimesa to ensure compliance. A. Warehouse/distribution facilities and trailer storage lots shall be designed to provide adequate on-site parking for commercial trucks and passenger vehicles and on-site approach driveway queuing for trucks that is away from sensitive receptors. Queuing and spill-over of trucks onto surrounding public streets shall be prevented and lease agreements shall specify penalties for truck queuing on Calimesa Boulevard. Lease agreements shall specify that commercial trucks shall not be permitted to park in the public road right-of-way or nearby residential areas. B. Truck driveways shall not connect with Beckwith	Project Applicant, Future Occupants/ Code Enforcement Department	As part of future warehouse and storage lot lease agreements and during the life of the Project

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
		Avenue except for emergency access purposes. C. Sites shall clearly mark entry and exit points for trucks and service vehicles. D. Sites shall be densely screened with landscaping along all bordering public streets and adjacent sensitive receptors, with trees spaced no further apart than 25 feet on center. Fifty percent of the landscape screening shall include a minimum of 36- inch box trees. Facility operators will be responsible to establish a long-term maintenance mechanism to assure that the landscaping remains in place and functional in accordance with the site's approved landscaping plan. E. Facility operators shall maintain records of their fleet equipment and ensure that all diesel-fueled Medium-Heavy Duty Trucks ("MHDT") and Heavy-Heavy Duty Trucks ("HHD") accessing the site use year CARB 2010 or newer engines. The records shall be maintained on-site and be made available for inspection by the City. F. Legible, durable, weather-proof signs shall be placed at truck access gates, loading docks, and truck parking areas that identify applicable California Air Resources Board (CARB) anti-idling regulations. At a minimum each sign shall include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for drivers of diesel trucks to restrict idling to no more than three minutes; and 3) telephone numbers of the building facilities manager and CARB to report violations. G. Facility operators shall train their managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks. H. Signs shall be posted in the appropriate locations and/or handouts shall be provided to on-site employees by the facility operator that show the locations of nearest food options, fueling, truck maintenance services, and other similar convenience services o reduce unnecessary		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
		vehicle travel searching for convenience services. I. Each facility shall designate a Compliance Officer responsible for implementing the operational measures described herein and/or in the project conditions of approval and mitigation measures. Contact information shall be provided to the City of Calimesa and updated annually, and signs shall be posted in visible locations providing the contact information for the Compliance Officer to the surrounding community. J. Signs shall be posted in appropriate locations directing heavy truck drivers to either park and perform any maintenance of trucks in designated on-site areas or at a professional off-site maintenance facility and not within undesignated areas in the surrounding community or on public streets. K. Facility operators that exceed 250 on-site employees shall establish a rideshare program, in accordance with SCAQMD Rule 2202, with the intent of discouraging single-occupancy vehicle trips and promote alternate modes of transportation, such as carpooling and transit where feasible.		
4.9 Hazards and Hazardous Materials				
Thresholds a and b: There are no indications of significant off- or on-site RECs or VECs. However, the Project site contains approximately 330 linear feet of asbestos-containing transite pipes, three domestic or irrigation supply water wells, and three septic systems, and the preparation of and SMP during grading in the southwest portions of the Project site is recommended. Although none of these conditions represent an adverse condition that could result in a significant impact to the environment, a significant direct impact is nonetheless conservatively identified. Implementation of Mitigation Measure MM 4.9-1 would ensure that a SMP is prepared and implemented during grading activities in the southwestern portions of the Project	Less Than Significant with Mitigation Incorporated	**RR 4.9-1** Prior to the issuance of demolition permits for the existing on-site residence, the Project Applicant shall contract with a certified Asbestos Consultant to perform an asbestos survey for the existing residential structure on site. In the event asbestos containing materials (ACMs) are identified, the City of Calimesa shall condition the demolition permit to require compliance with South Coast Air Quality Management District (SCAQMD) Rule 1403 with respect to asbestos-containing materials and the demolition contractor shall be required to comply with Rule 1403. All asbestos-related work conducted during the demolition process shall be performed by a licensed Asbestos-abatement Contractor under the supervision of a certified Asbestos Consultant. Asbestos-containing construction materials (ACCMs) shall be	Project Applicant/ Planning Division	Prior to issuance of demolition permits

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
site and further would ensure that any stained and/or odorous soils that may be encountered are appropriately remediated or removed from the Project site. Implementation of Mitigation Measures MM 4.9-2 and MM 4.9-3 would ensure that the three existing irrigation supply wells and three existing septic systems on site are removed in accordance with appropriate permits issued by RCDEH. Mitigation Measure MM 4.9-4 would ensure that he approximately 330 linear feet of asbestos-containing transite pipes are properly disposed of in accordance with applicable federal, State, and local requirements. Implementation of the required mitigation would reduce potential hazardous materials impacts associated with existing site conditions to below a level of significance. **Threshold c:** The Project site is located within 0.25-mile of an existing school (Monty's Montessori Academy); however, the Project is not anticipated to result in hazardous emissions, and any handling of hazardous materials, substances, or waste would not involve the type or quantity that would pose a significant hazard to public health and safety or the environment. Additionally, the Project would be required to comply with federal, State, and local regulations to ensure that the Project would not create a significant hazard to the public or environment, resulting in less-than-significant impacts to the Monty's Montessori Academy. **Threshold d:** The Project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. As such, the Project would not create a significant hazard to the public or the environment due to the Project site's inclusion on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and no impact would occur.	Less Than Significant No Impact	removed and disposed of in compliance with notification and asbestos-removal procedures outlined in SCAQMD Rule 1403 to reduce asbestos-related health risks. During demolition, the demolition contractor shall maintain all records of compliance with Rule 1403, including, but not limited to, the following: evidence of notification of SCAQMD pursuant to Rule 1403; contact information for the Asbestos-abatement Contractor and Asbestos Consultant; and receipts (or other evidence) of off-site disposal of all ACCMs. These records shall be made available for City inspection upon request. **RR 4.9-2** Prior to the issuance of demolition permits for the existing on-site residence, the Project Applicant shall retain the services of a California-certified Lead Inspector/Risk Assessor to collect lead paint, dust, and/or soil samples. The samples shall be tested at a qualified facility for the presence of lead based paint (LBP). In the event that LBPs are identified, the City of Calimesa shall condition all demolition permits to comply with Title 17, California Code of Regulations (CCR), Division 1, Chapter 8 (LBP Regulations), which addresses requirements for the removal of components painted with LBPs during demolition of existing structures. The demolition contractor shall be required to comply with these provisions. Notification to the California Department of Public Health (CDPH) shall be conducted through completion of an Abatement of Lead Hazards Notification, CDPH Form 8551. The removal of all LBP materials shall be conducted: • By a Certified Lead Supervisor or Certified Lead Works, as defined by §§ 35008 and 35009 of the LBP Regulations, respectively; • In accordance with the procedures specified in Chapter 12: Abatement, "Guidelines for the Evaluation and Control of Lead-Based Paint Hazards in Housing," U.S. Department of Housing and Urban Development, June 1995;	Project Applicant, Certified Lead Supervisor/ Planning Division	Prior to the issuance of demolition permits

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
Threshold e: The Project site is not located within two miles of a public airport or within an airport land use plan. The closes public use airport is the SBD located approximately 13.0 miles northwest of the Project site; however, the Project site is located outside of the compatibility zones for the SBD, indicating that the Project site is not subject to airport-related hazards. The nearest active private airport is the Hemet-Ryan Airport, located approximately 17.0 miles southwest of the Project site; however, the Project site is not located within the AIA for this facility. The Project site is not located within the AIA or within an airport land use plan for any other airports. Thus, the Project would not result in a safety hazard or excessive noise for people residing or working in the Project area. Impacts would be less than significant. **Threshold f:** The Project would not impair or physically interfere with an adopted emergency response plan or emergency evacuation plan. No emergency facilities exist on the Project site, and the site does not serve as an emergency evacuation route. Thus, impacts would be less than significant. **Threshold g:** The Project site is within a VHFHSZ; however, compliance with local regulations would ensure that impacts related to wildland fires would be minimized.	Less Than Significant Less Than Significant Impact Less Than Significant Impact	• Using containment and in a manner which does not result in contamination of non-work areas with lead-contaminated dust, lead-contaminated soil, or lead-based paint debris; and • In accordance with an abatement plan prepared by a certified lead supervisor, certified lead project monitor, or certified lead project designer, which includes all of the requirements as specified in § 36100(4)(A) of the LBP Regulations. The Certified Lead Supervisor conducting abatement shall retain records of the notification to the CDPH, and shall retain a copy of the abatement plan on-site at all times during demolition activities. The notification and abatement plan shall be made available to the City of Calimesa upon request for review. All demolition activities shall be subject to inspection by the CDPH and/or City officials to ensure compliance with the requirements of the LBP Regulations and abatement plan. Following completion of all abatement activities, a clearance inspection shall be conducted by a certified lead inspector/assessor or certified lead project monitor in accordance with §§ 36000(a) and 36000(c)(3) of Title 17, CCR, Division 1, Chapter 8. A copy of the results of the clearance inspection shall be provided to the City of Calimesa Planning Division upon completion of abatement and inspection activities. • All future contracts with construction contractors shall comply with all applicable regulations and requirements promulgated by the federal Occupational Safety and Health Administration (OSHA). • The Project shall comply with Title 22, Division 4.5 of the California Code of Regulations, which requires residents and employees to dispose of household hazardous waste, including pesticides, batteries, old paint, solvents, used oil, antifreeze, and other chemicals, at a Household Hazardous Waste Collection Facility.		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
		• The Project shall comply with Title 22, Division 4.5, Chapter 11 of the California Code of Regulations which requires fluorescent lamps, batteries, and mercury thermostats be recycled or taken to a Household Hazardous Waste Collection Facility. **MM 4.9-1** Prior to issuance of grading permits affecting the southwestern portions of the Project site (i.e., Parcels 3 and 5 of proposed Tentative Parcel Map No. 38589), the Project Applicant shall prepare a Soils Management Plan (SMP), which shall be subject to review and approval by the City of Calimesa. The SMP shall specify measures to be implemented in the event that stained and/or odorous soils are encountered within the southwest portion of the Project site during grading activities. Specifically, the SMP shall establish the conditions that warrant remediation, and shall specify the procedures for removal and disposal of any contaminated soils that may be uncovered. In addition, the SMP shall identify measures to be undertaken to remediate tetrachloroethene (PCE) levels in the soil at the former foreman's storage area on the Diocese of San Bernardino portion of the Project site, to below the 15.3 µg/m^3 residential screening level. Project grading contractors shall maintain records demonstrating compliance with the City-approved SMP. **MM 4.9-2** Prior to the issuance of grading permits, the Project Applicant shall obtain permits from the Riverside County Department of Environmental Health (RCDEH) authorizing the removal of the three existing irrigation supply wells. The City of Calimesa shall condition the grading permit to require that the removal of the three existing irrigation supply wells on site shall be conducted in a manner consistent with all applicable requirements of the RCDEH as well as the requirements specified by Riverside County Ordinance No. 682 (Regulating the Construction, Reconstruction, Abandonment and Destruction of Wells). Prior to final grading inspection, the Project Applicant	Project Applicant/ Planning Division Project Applicant/ Planning Division, Building and Safety Department	Prior to issuance of grading permits Prior to issuance of grading permit

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
		shall provide evidence to the City of Calimesa that all three irrigation supply wells have been appropriately demolished and removed from the Project site. **MM 4.9-3** Prior to the issuance of grading permits, the Project Applicant shall obtain permits from the Riverside County Department of Environmental Health (RCDEH) authorizing the removal of the three existing septic systems on site. The City of Calimesa shall condition the grading permit to require that the removal of the three existing septic systems on site shall be conducted in a manner consistent with all applicable requirements of the RCDEH as well as the requirements specified by Riverside County Ordinance No. 650 (Regulating the Discharge of Sewage in the County of Riverside and Incorporating by Reference the Riverside County Local Agency Management Program). Prior to final grading inspection, the Project Applicant shall provide evidence to the City of Calimesa that all three septic systems have been appropriately demolished and removed from the Project site. **MM 4.9-4** Prior to issuance of grading permits, the City of Calimesa shall condition the grading permit to require that prior to commencement of grading activities within the northern portions of the Project site, the approximately 330 linear feet of asbestos-containing transite pipes that are located in the northern portions of the Project site shall be removed and disposed of in accordance with all federal, State, and local requirements. The Project Applicant shall retain records demonstrating that the transite pipes have been properly disposed of in accordance with all applicable requirements.	Project Applicant/ Planning Department, RCDEH Project Applicant/ Planning Division	Prior to issuance of grading permits Prior to issuance of grading permits
4.10 Hydrology and Water Quality				
Threshold a: The Project would be required to comply with a Stormwater Pollution Prevention Plan (SWPPP) for construction-related activities, including grading. Best management practices (BMPs) would be implemented as part of the SWPPP to ensure that all potential pollutants of	Less Than Significant with Mitigation Incorporated	**RR 4.10-1** The Project Applicant and construction contractors are required to comply with the requirements of a NPDES permit and SWPPP. Compliance with the NPDES permit and the SWPPP require an effective combination of erosion control and sediment control measures (i.e., Best Management Practices) to reduce or	Project Applicant, Construction Contractors/ Building and Safety	During construction activities

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
concern are prevented, minimized and/or otherwise appropriately treated. Under long-term conditions, the MWS vaults and underground detention systems proposed for the northern 95.6 acres of the Project site would capture all first-flush flows generated on the Project site and provide detention, and water quality treatment. Furthermore, although the Project site is tributary to impaired water bodies listed on the CWA Section 303(d) list, the MWS vaults and underground detention systems have been designed to treat the Project's pollutants of concern. As such, development of the proposed warehouse and trailer storage uses within the northern 95.6 acres of the Project site has no potential to cause or contribute to surface water quality impacts downstream. However, no site-specific applications have been filed for the southern 11.2 acres of the Project site that are proposed for development with either up to 223 multi-family dwelling units or a church. Following development of the southern +/- 11.2 acres with either residential or church uses, runoff generated on the southern 11.2 acres of the Project site has the potential to adversely affect water quality if appropriate measures (i.e., BMPs) are not included in the future design for this portion of the Project site, and as such development of the southern 11.2 acres of the Project site has the potential to conflict with the water quality provisions of the Santa Ana Region Basin Plan and/or could result in groundwater quality impacts that could conflict with the groundwater quality provisions IRUWMP. Implementation of Mitigation Measure 4.10-1 would ensure that potential impacts to surface or groundwater quality and due to a potential conflict with the Basin Plan and/or the water quality provisions of the IRUWMP would be reduced to less-than-significant levels.. **Threshold b:** The Project would be provided with potable	Less Than	eliminate discharges to surface water from storm water and non-stormwater discharges during construction activities. **RR 4.10-2** During construction, Project construction contractors are required to comply with the requirements of the 2022 California Green Building Standards Code (CalGreen, Part 11 of Title 24, California Code of Regulations) or any subsequent version of the Title 24 in effect at the time of building permit issuance, which requires among other items the installation of low water-use features. **MM 4.10-1** Prior to approval of applications for a Development Plan Review (DPR) for future multi-family residential uses within Planning Area 2 of the Oak Valley North Specific Plan (OVNSP), or prior to approval of applications for a DPR and Conditional Use Permit (CUP) for church uses within OVNSP Planning Area 2, the Project Applicant shall prepare for City of Calimesa review and approval a site-specific hydrology study and Water Quality Management Plan (WQMP). The required hydrology study for Planning Area 2 shall include a description of proposed drainage facilities and shall include a hydraulic analysis to demonstrate that peak flows from the 11.2 acres within OVNSP Planning Area 2 would not increase as compared to existing conditions. The required WQMP shall identify measures to be incorporated into the design for Planning Area 2 to address water quality pollutants of concern, such as bacterial indicators, metals, nutrients, pesticides, toxic organic compounds, sediments, trash/debris, and oil/grease. Measures that may be incorporated to address peak flows and water quality for future development within Planning Area 2 may include, but are not necessarily limited to, the incorporation of water quality basins to detain and treat site runoff, or implementation of a subsurface drainage system that would include underground detention chambers and water quality treatment measures, such as Modular Wetland System (MWS) units. The design of the proposed drainage and water quality	Department Project Applicant, Construction Contractors/ Building and Safety Department Project Applicant/ Building & Safety Department	During construction activities Prior to approval of applications for a Development Plan Review (DPR) for Planning Area 2 of the Oak Valley North Specific Plan (OVNSP)

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
water by the YVWD, which obtains a portion of its supplies from groundwater resources. The YVWD has determined that there are sufficient water resources to meet its current and projected growth in demands. Runoff generated on the site would be conveyed to the proposed on-site MWS vaults and underground detention systems, where a portion of the runoff would infiltrate into the on-site soils. Runoff that does not infiltrate on site would infiltrate into the groundwater table in downstream areas. The Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin, and impacts would be less than significant.	Significant	features shall comply with all applicable provisions of Chapter 16.10, Stormwater/Urban Runoff Management and Discharge Controls, of the City of Calimesa Municipal Code. All drainage and water quality improvements identified by the future-required hydrology study and WQMP shall be in place prior to issuance of occupancy permits for the proposed residential or church uses.		
Threshold c: The Project site and surrounding areas are not subject to flood hazards. Thus, impacts due to impeding or redirecting flood flows would be less than significant with development of the overall 110.2-acre Project site. Based on the drainage system designed for the northern 95.6 acres of the Project site, this portion of the Project site has no potential to increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, and runoff from this portion of the Project site would not create runoff water which would exceed the capacity of existing or planned stormwater drainage systems. Accordingly, development within the northern 95.6 acres of the Project site would not substantially alter the existing drainage pattern of the site or area in a manner which would result in flooding on or off site, exceed the capacity of existing or planned drainage systems, or impede or redirect flood flows, resulting in less-than-significant impacts. However, in the absence of a site-specific design for the southern 11.2 acres of the Project site proposed for residential or church uses, it cannot be determined whether future operation of this portion of the Project site with residential or church	Less Than Significant with Mitigation Incorporated			

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
uses would result in adverse water quality impacts, or if future development on this portion of the Project site would result in an increase in the rate of runoff such that the capacity of existing or planned drainage facilities would be exceeded or such that flood hazards downstream could occur or be exacerbated. Implementation of Mitigation Measure MM 4.10-1 would ensure that a site-specific hydrology study and WQMP are prepared in conjunction with future applications for development of residential or church uses within the southern 11.2 acres of the Project site, and would ensure that the drainage infrastructure and water quality features identified by the future-required hydrology study and WQMP are implemented prior to issuance of occupancy permits. Accordingly, with implementation of Mitigation Measure MM 4.10-1, future development of the southern 11.2 acres of the Project site would not result in adverse water quality impacts and would not result in an increase in the rate of runoff such that the capacity of existing or planned drainage facilities would be exceeded or such that flood hazards downstream could occur or be exacerbated, and impacts would be reduced to less-than-significant levels. **Threshold d:** The Project site is not located in an area that is subject to flood hazards, tsunamis, or seiches. Accordingly, the Project would not risk the release of pollutants due to site inundation from floods, tsunamis, or seiches, and no impact would occur.	No Impact			
4.11 Land Use and Planning				
Threshold a: The Project would not disrupt or divide the physical arrangement of an established community and impacts would be less than significant. **Threshold b:** The Project would not conflict with the City's General Plan, the City's Zoning Code, SCAG's Connect	Less Than Significant Less Than Significant	Impacts would be less than significant; therefore, no mitigation is required.	N/A	N/A

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
SoCal, or the provisions of SB 330. There are no other land use plans, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect and that are applicable to the Project. Additionally, there are no impacts due to land use incompatibility that have not already been evaluated and mitigated to the maximum feasible extent in relevant sections of this EIR; therefore, and with exception of the significant and unavoidable impacts to surrounding land uses identified in the relevant sections of this EIR (which are not land use impacts), Project impacts due to land use incompatibility would be less than significant..				
4.12 Mineral Resources				
Threshold a: The Project site does not contain any known mineral resources that would be of value to the region or the residents of the State. Accordingly, with implementation of the proposed Project there would be no impact to known mineral resources. **Threshold b:** The Project would not result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan, and no impact would occur.	No Impact No Impact	No impacts would occur; thus, mitigation measures are not required.	N/A	N/A
4.13 Noise				
Threshold a: Project daytime and nighttime construction activities would not expose any nearby sensitive receptors to daytime construction noise levels exceeding 75 dBA Leq or nighttime construction noise levels exceeding the thresholds of significance. the Project's daytime and nighttime operations would not expose any nearby sensitive receptors to noise levels exceeding the identified threshold of significance of 5.0 dBA Leq; thus, long-term operational-related noise impacts would be less than significant. implementation of land use Scenarios 1 through 3 would not expose any off-site sensitive receptors to traffic-related noise levels exceeding thresholds of significance. However,	Less Than Significant with Mitigation Incorporated	**RR 4.13-1** All construction activities and haul truck deliveries shall adhere to Section 8.15.080 (Construction Equipment) of City of Calimesa Municipal Code Chapter 8.15 (Noise Abatement and Control), which prohibits the use of construction equipment before 7:00 a.m. or after 7:00 p.m., and further prohibits the use of construction equipment before 10:00 a.m. or after 5:00 p.m. on Saturdays and Sundays, January 1st, the last Monday in May, known as "Memorial Day," July 4th, the first Monday in September, Thanksgiving Day, and December 25th. As stated by Section 8.15.080, when January 1st, July 4th, or December 25th fall on a Sunday, it is unlawful for any person to operate any single or a combination of powered construction equipment at any	Project Applicant/ Code Enforcement Department	During construction and long-term operational activities

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
it is expected that the noise-sensitive high-density residential land uses or church uses within OVNSP PA 2 would experience exterior noise levels ranging from 51.8 to 69.9 dBA CNEL. The Project would implement Mitigation Measure MM 4.13-1, which would ensure that an interior noise analysis is prepared prior to the issuance of building permits within OVNSP Planning Area 2 for residential or church development. The interior noise analysis would specify measures to be incorporated into the design of the structure(s) in order to achieve the City's interior noise standard of 45 dBA CNEL. With implementation of the required mitigation, Project impacts due to traffic-related interior noise levels on site would be reduced to below a level of significance.		construction site before 10:00 a.m. or after 5:00 p.m. on the following Monday. **RR 4.13-2** Prior to issuance of any building permits that would authorize nighttime construction during concrete pouring activities, and pursuant to Section 8.15.200 (Variances) of the City of Calimesa Municipal Code, the Project Applicant shall submit an application to the City of Calimesa Planning Director requesting authorization for a variance from the construction timing restrictions established by Section 8.15.080 (Construction Equipment) of City of Calimesa Municipal Code Chapter 8.15 (Noise Abatement and Control). No nighttime construction activities may occur unless a variance has been approved by the Planning Director pursuant to Municipal Code Section 8.15.200.	Project Applicant/ Code Enforcement Department	Prior to issuance of building permit
Threshold b: Project-related construction activities would expose nearby sensitive receptors to vibration levels exceeding the City of Calimesa General Plan Policy N-7 readily perceptible PPV threshold of 0.0787 (in/sec); thus, Project impacts due to construction-related vibration would be potentially significant. The Project would implement Mitigation Measure MM 4.13-2, which would ensure that Project construction vibration levels would not exceed the City of Calimesa Genera Plan Policy N-7 readily perceptible PPV threshold. With implementation of the required mitigation, Project impacts due to construction-related vibration would be reduced to below a level of significance.	Less Than Significant with Mitigation Incorporated	**RR 4.13-3** Prior to issuance of building permits for business park or truck trailer storage uses within OVNSP Planning Area 1, the City of Calimesa shall ensure that the plans incorporate the planned 8-foot-high screen walls and planned 12-foot-high screen walls assumed in the analysis of operational noise impacts within the Project's Noise Impact Analysis (EIR *Technical Appendix N*). The locations of the required screen walls are depicted on Figure 4.13-3, *Operational Noise Source Locations*, of the Project's EIR. Prior to issuance of occupancy permits within OVNSP Planning Area 1, the City of Calimesa shall ensure that the required screen walls have been constructed.	Project Applicant/ Planning Division	Prior to issuance of building permits
Threshold c: The closest airport to the Project site is the San Bernadino International Airport, located roughly 13.0 miles northwest of the Project site. Thus, due to distance between the Project site and the SBD, future Project employees and residents would not be subject to excessive airport-related noise under existing conditions. The nearest	Less Than Significant	**MM 4.13-1** Prior to issuance of building permits authorizing construction of residential or church uses within Planning Area 2 of the Oak Valley North Specific Plan (OVNSP), the Project Applicant shall provide the City of Calimesa with an interior noise analysis technical report that identifies measures to be incorporated into the design of the building(s) in order to ensure that all proposed dwelling units and/or the church use achieve an interior noise level of 45 dBA CNEL or lower. Measures that may	Project Applicant/ Planning Division	Prior to issuance of building permits

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
active private airport is the Hemet-Ryan Airport, located approximately 17.0 miles southwest of the Project site; however, the Project is not located within the AIA for this facility. The Project site is not located within the AIA or within an airport land use plan for any other airports. Airport-related noise impacts would be less-than-significant.		be required to achieve the required interior noise levels may include the use of a "windows closed" condition (i.e., air conditioning or other means of mechanical ventilation) and/or upgraded windows. Because there is no specific plan for development of Planning Area 2 currently before the City, the implementation of specific measures would be premature at this time. The City of Calimesa must approve the interior noise analysis prior to issuance of building permits, and the City of Calimesa shall ensure that any recommendations of the interior noise analysis have been constructed prior to the issuance of occupancy permits. **MM 4.13-2** Prior to issuance of grading permits, the City of Calimesa shall review the grading plans to ensure that a note is included prohibiting the use large, loaded trucks, heavy mobile equipment greater than 80,000 pounds, jack hammers and vibratory rollers within 50-feet of occupied sensitive receiver locations located outside of the Project site boundary. Instead, small rubber-tired or alternative equipment, as well as soil compaction equipment shall be used during Project construction to reduce vibration effects on nearby structures and their occupants. The Project construction contractor shall be responsible for enforcing this requirement, which also shall be specified in bid documents issued to prospective construction contractors. The Project construction contractor shall permit inspections by The City of Calimesa to verify compliance with this measure.	Project Applicant/ Planning Division	Prior to issuance of grading permits
4.14 Population and Housing				
Threshold a: The overall intensity of development on the site would not be substantially different from what was anticipated by the General Plan, which includes a mix of industrial, business park, and residential uses. The Project would not indirectly result in unplanned housing and population growth because the Project would not significantly affect the jobs-housing balance within the region and none of the proposed Project's physical	Less Than Significant	Impacts would be less than significant; therefore, no mitigation is required.	N/A	N/A

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
improvements would remove any development obstacles/barriers and that could result in unplanned growth. As such, the proposed Project's contribution to unplanned housing and population growth would be less than significant.				
Threshold b: The Project would remove one unoccupied single-family dwelling unit but would add up to 223 new dwelling units on the site and the Project would be fully comply with the no net loss provisions of the HCA. Accordingly, the Project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere, and impacts would be less than significant.	Less Than Significant			
4.15 Public Services				
Threshold a: With payment of mandatory DIF fees pursuant to Chapter 18.115 of the City's Municipal Code, the proposed Project's potential direct and cumulatively-considerable impacts to the Calimesa Fire Department would be reduced to less-than-significant levels, and the Project would not result in or require the construction of new fire protection facilities that could result in a significant impact to the environment.	Less Than Significant	**RR 4.15-1** As a condition of Project approval, the proposed Project would be required to conform to all mandatory local, State, and federal laws, ordinances, and standards relating to fire safety. Among other items, these requirements include conformance with the Uniform Building Code § 1503, which requires that all buildings be constructed with fire retardant roofing material, as well as standard Calimesa Fire Department (CFD) conditions of approval (COAs) for new development.	Project Applicant/ Planning Division	Prior to project approval
Threshold b: With payment of mandatory DIF fees pursuant to Chapter 18.115 of the City's Municipal Code, the proposed Project's potential direct and cumulatively-considerable impacts to the Riverside County Sheriff's Department would be reduced to less-than-significant levels, and the Project would not result in or require the construction of new police protection facilities that could result in a significant impact to the environment.	Less Than Significant	**RR 4.15-2** Prior to the issuance of building permits, the Project Applicant shall pay Developer Impact Fees (DIF) in accordance with the provisions of City of Calimesa Municipal Code Chapter 18.115.	Project Applicant/ Planning Division	Prior to issuance of building permits
		RR 4.15-3 Prior to the issuance of occupancy permits, the Project Applicant shall pay School Impact Fees pursuant to Leroy F. Greene School Facilities Act of 1998 at the rates identified by the Beaumont Unified School District (BUSD) and that are in effect at the time of occupancy of each phase of the proposed development.	Project Applicant/ Planning Divisions	Prior to issuance of occupancy permits
Threshold c: The Project's residential uses would generate approximately 107 students on an annual basis, and can be	Less Than Significant			

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
accommodated by the BUSD based on current capacity and enrollment data. Although the BUSD may need to construct new school facilities to meet the growing demand within this part of Riverside County, the payment of mandatory school impact fees pursuant to the Leroy F. Greene School Facilities Act of 1998 would ensure that the Project would not result in significant direct or cumulatively-considerable impacts to the ability of the BUSD to provide for school services. As such, the Project impacts would be less than significant.				
Threshold d: The Project's residential uses would generate a demand for approximately 3.21 acres of new parkland; however, no parkland would be dedicated on site. In conformance with subsection 17.15.110(B) of the City's Municipal Code, the City would condition the proposed Project to require the payment of park land impact mitigation fees, which the City would use to acquire and/or improve new parkland within the City. As there are no publicly-available plans for the construction or expansion of new park facilities, impacts due to the construction of new or expanded park facilities are too speculative for evaluation in this EIR (CEQA Guidelines § 15145). Accordingly, Project impacts due to the construction or expansion of school facilities would be less than significant with mandatory payment of park land impact mitigation fees.	Less Than Significant			
Threshold e: Although the Project would contribute to a need for new or expanded library facilities, the Project would be required to contribute DIF fees pursuant to Chapter 18.115 of the City's Municipal Code, which could be used in part to provide for library space and/or new book volumes. Accordingly, with mandatory payment of DIF fees, Project impacts to library services and facilities would be less than significant on both a direct and cumulatively-	Less Than Significant			

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
considerable basis. **Threshold f**: With payment of mandatory DIF fees pursuant to Chapter 18.115 of the City's Municipal Code, the Project would result in less-than-significant direct and cumulatively-considerable impacts to health services facilities, and the Project would not result in or require the construction of new health services facilities that could result in a significant impact to the environment.	Less Than Significant			
4.16 Recreation				
Threshold a: The Project includes up to 223 new dwelling units with a conservatively projected population growth of 642 residents, which would generate a demand for approximately 3.2 acres of parkland. The Project Applicant would meet this requirement though the provision of on-site high-density residential amenities, private balconies and patios, and payment of DIF and in-lieu park fee payments per City Municipal Code Chapter 18.110 and Chapter 18.115 and Municipal Code § 17.15.110, as part of any project level approval for PA 2. It is not anticipated that the relatively small number of Project residents would result in or contribute to the deterioration of any existing park facilities, as any incremental increase in the use of existing parkland facilities by Project residents would be offset by existing residents within the Project area utilizing the new parkland that would be made available by the Project's DIF and in-lieu park fee contributions. Accordingly, with the payment of DIF and in-lieu park fees, which would facilitate the acquisition and construction of new parkland within the City, the Project would not 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. Impacts would be less than significant.	Less Than Significant	**RR 4.16-1** Prior to issuance of building permits, the Project Applicant is required to contribute appropriate fees pursuant to City of Calimesa Municipal Code Chapter 18.110 (Park Development And Recreational Facilities Mitigation Fees), Chapter 18.115 (Development Impact Fees), and § 17.15.110 (Park and Recreation Fees and Dedications). A portion of these fees are anticipated to be used by the City of Calimesa for the acquisition and/or improvement of new parkland facilities within the City.	Project Applicant/ Planning Division	Prior to issuance of building permits

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
Threshold b: Impacts associated with the construction of recreational amenities on site, including the construction of site-adjacent sidewalks, bike lanes, and trails along public streets, are inherent to the Project's construction phase, and the Project's construction-related impacts are evaluated throughout this EIR. Where significant direct or cumulatively-considerable impacts are identified in association with the Project's construction phase, mitigation measures are identified by this EIR to reduce these impacts to the maximum feasible extent. In addition, the Project Applicant would be required to contribute DIF and in-lieu park fees, which would facilitate the construction of new parkland within the City. While improvements required to provide for an additional 3.2 acres of parkland within the City have the potential to result in significant adverse physical effects on the environment, it is not possible to evaluate potential impacts associated with such future park construction until a site is identified for improvement and plans are made available depicting the extent of planned improvements. Accordingly, impacts due to the off-site construction of new or expanded recreational facilities are too speculative for evaluation in this EIR (CEQA Guidelines § 15145). Environmental effects of such recreational facilities and any associated mitigation would be identified through a future CEQA process required in association with future proposals for new or expanded recreational facilities. Therefore, the Project would not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment, beyond the impacts already identified throughout this EIR related to construction of the proposed Project. As such, impacts would be less than significant.	Less Than Significant			
4.17 Transportation				
Threshold a: The proposed Project would be consistent	Less Than	**RR 4.17-1** Prior to issuance of building permits, the Project	Project	Prior to issuance

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
with or otherwise would not conflict with SCAG's 2020-2045 RTP/SCS, the Riverside County CMP, and all applicable policies contained within the City of Calimesa General Plan, including those contained within the General Plan Transportation and Mobility Element. There are no other applicable programs, plans, ordinances, or policies addressing the circulation system and that are applicable to the proposed Project. Accordingly, the Project would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities, and impacts would be less than significant.	Significant	Applicant shall pay appropriate Development Impact Fee Program (DIF) fees at the rates then in effect in accordance with Chapter 18.115 (Development Impact Fees) of the City of Calimesa Municipal Code. **RR 4.17-2** Prior to issuance of building permits, the Project Applicant shall pay appropriate Western Riverside County Transportation Uniform Mitigation Fee Program Ordinance (TUMF) fees at the rates then in effect in accordance with Chapter 18.105 (Western Riverside County Transportation Uniform Mitigation Fee Program).	Applicant/ Code Enforcement Department Project Applicant/ Code Enforcement Department	of building permits Prior to issuance of building permits
Threshold b: Implementation of land use Scenario 1 would not exceed the City's thresholds of significance for Project-generated VMT using the OD VMT per SP method or the Cumulative Boundary VMT method; thus, VMT impacts associated with land use Scenario 1 would be less than significant under the Project VMT Analysis. While implementation of land use Scenario 2 would result in a net reduction in VMT per SP using the Cumulative Boundary under the Project VMT Analysis approach, land use Scenario 2 would exceed the City's threshold of significance based on the OD VMT per SP method; thus, Project impacts due to VMT with implementation of land use Scenario 2 would be significant requiring mitigation. In addition, implementation of land use Scenario 3 would exceed the City's threshold of significance based on the OD VMT per SP method, and also would result in a net increase in VMT per SP under the Cumulative Boundary method; accordingly, VMT impacts associated with land use Scenario 3 would be significant. When considering Total VMT (i.e., VMT associated with Project-related passenger cars and heavy trucks), land use Scenarios 1, 2 and 3 all would exceed the City's threshold of significance.	Significant and Unavoidable Direct and Cumulatively-Considerable Impact	**MM 4.17-1** Prior to the issuance of grading permits or improvement plans affecting Calimesa Boulevard and/or Beckwith Avenue, the Project Applicant shall prepare and the City of Calimesa shall approve a temporary traffic control plan. The temporary traffic control plan shall comply with the applicable requirements of the California Manual on Uniform Traffic Control Devices (CMUTD). A requirement to comply with the temporary traffic control plan shall be noted on all grading and building plans affecting travel lanes within Calimesa Boulevard and/or Beckwith Avenue, and this requirement also shall be specified in bid documents issued to prospective construction contractors. **MM 4.17-2** Required Commute Trip Reduction Program: Future building lease or sales agreements shall include a requirement to implement a voluntary program to discourage single-occupancy vehicle trips for employees and encourage alternative modes of transportation such as carpooling, taking transit, walking, and biking. Examples of potential Commute Trip Reduction (CTR) program features include the following: A. Designated Employee Transportation Coordinator (ETC): Identify an Employee Transportation Coordinator (ETC) as part of future site operations. The role of ETC is to provide education and point of contact	Project Applicant/ Planning Division Project Applicant, Future Occupants/ Planning Division	Prior to issuance of grading permits or improvement plans During long-term operations

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
Although the Project would be subject to compliance with Mitigation Measures MM 4.17-2 and MM 4.17-3, which would reduce the Project's VMT, the effectiveness of commute trip reduction measures such as those listed in Mitigation Measures MM 4.17-2 and MM 4.17-3 cannot be guaranteed to reduce Project VMT to a level of less than significant. Therefore, the Project's VMT impacts are considered significant and unavoidable for land use Scenarios 2 and 3 when using the OD VMT per SP method, for land use Scenario 3 under the Cumulative Boundary method, and for land use Scenarios 1, 2, and 3 when considering the Project's Total VMT per SP. Thus, implementation of any of the Project's three land use scenarios would result in significant and unavoidable impacts relating to VMT. **Threshold c:** All physical improvements planned as part of the Project would be in conformance with applicable City of Calimesa standards. The Project site is surrounded by a variety of existing and planned land uses, including single-family residences, mobile home uses, undeveloped/vacant land, schools, and open space. Although the truck trips that would be generated by the Project have the potential to conflict with traffic related to residential and school uses, the Project's truck traffic would be routed directly to the I-10 via Calimesa Boulevard and the on-ramps located along Singleton Road and Cherry Valley Boulevard, and Project-related truck trips would be directed away from residential streets. As such, the Project would not result in increased hazards to transportation as a result of incompatible uses, and impacts due to incompatible uses would be less than significant. **Threshold d**: Under long-term operating conditions, the Project would have no effect on emergency access in the	Less Than Significant Less Than Significant with	for commute-related questions and commuter benefits. B. Marketing of Commuter Benefits for Employees: Provide commuter benefit materials to new hires. Additionally, provide an on-site message board (physical or digital) to educate employees of commuter benefits. C. Pre-Tax Transit Pass Benefits: Provide employees access to WageWorks (or comparable) to purchase transit passes or other approved commuter expenses pre-tax. D. Bicycle Parking: Provide on-site secure bike parking facilities and storage lockers. E. Carpool and Vanpool Ride-Matching Services: Provide information about Waze Carpool and other carpool/vanpool ride-matching services to employees. F. Guaranteed Ride Home (GRH) Program. Establish a GRH program for employees that arrive to work by carpool, vanpool, or transit and need to leave work early or are unable to use normal commute accommodations. The GRH Program can be provided via local transportation network companies. **MM 4.17-3** All owner users and future tenants shall participate in Riverside County's Rideshare Program. The purpose of this program is to encourage 2+ person occupancy vehicle trips and encourage other alternative modes of transportation. Carpooling opportunities and public transportation information shall be advertised to employees of the building tenant. Developer and all successors shall include the provisions of this obligation in all leases of the Project so that all tenants shall fulfill the terms and conditions of this mitigation measure.	Project Applicant, Future Occupants/ Planning Division	During long-term operations

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
local area, and impacts would be less than significant. However, during proposed improvements to Calimesa Boulevard and Beckwith Avenue, there is a potential that the Project could adversely affect emergency access or access to nearby uses. Mitigation Measure MM 4.17-1 requires the Project Applicant to prepare and obtain City of Calimesa approval of a temporary traffic control plan prior to issuance of grading permits. With implementation of the required mitigation, the Project would not result in inadequate emergency access or access to nearby uses during construction of improvements along Calimesa Boulevard and Beckwith Avenue. Accordingly, with implementation of the required mitigation, impacts would be reduced to less-than-significant levels.	Mitigation Incorporated			
4.18 Tribal Cultural Resources				
Threshold a: Based on the results of the City's consultation efforts with Native American tribes, the Project has the potential to result in significant impacts to previously undiscovered Tribal Cultural Resources that may be discovered during the Project's ground-disturbing construction activities in the absence of protective measures. As such, the potential for Project-related impacts to Tribal Cultural Resources is a significant impact for which mitigation would be required. Implementation of EIR Mitigation Measures MM 4.5-1 through MM 4.5-5 in addition to MM 4.18-1 would ensure appropriate treatment of any previously undiscovered tribal cultural resources that may be identified during Project-related ground-disturbing activities, including human remains. Implementation of the required mitigation would reduce Project impacts to Tribal Cultural Resources to below a level of significance.	Less Than Significant with Mitigation Incorporated	Mitigation Measures MM 4.5-1 through MM 4.5-3 shall apply. In addition, the following additional mitigation measures shall apply: **MM 4.18-1** Due to the heightened cultural sensitivity of the proposed project area, at the discretion of the consulting tribe(s), Tribal monitor(s) authorized to represent Agua Caliente, Yuhaaviatam of San Manuel Nation, and Morongo Band of Mission Indians shall be invited to be present (on a rotating basis) for all ground-disturbing activities in native soil and previously unexamined fill soils that occur within the proposed project area (which includes structure demolition, clearing, grubbing, tree removals and plantings, mass or rough grading, trenching, wall footings, fence and sign post placement and removal, excavation for all utility and drainage and irrigation lines, and any other activity involving disturbance of native soil which could include all forms of landscaping and stockpiling and crushing of materials). At the discretion of the consulting tribes, a sufficient	As specified for Mitigation Measures MM 4.5-1 through MM 4.5-3, above. Project Applicant/ Planning Division, City Archeologist, Tribal Monitors	As specified for Mitigation Measures MM 4.5-1 through MM 4.5-3, above. During all ground-disturbing activities

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
		number of Tribal monitors shall be present (on a rotating basis) each work day to ensure that simultaneously occurring ground disturbing activities receive thorough levels of monitoring coverage. A Monitoring and Treatment Plan that is reflective of the project mitigation ("Cultural Resources" and "Tribal Cultural Resources") shall be completed by the archaeologist, and submitted to the Lead Agency for dissemination to the Yuhaaviatam of San Manuel Nation Cultural Resources Management Department (YSMN), Agua Caliente Band of Cahuilla Indians Tribal Historic Preservation Office (ACBCI THPO) and Morongo Band of Mission Indians. All parties shall review and agree to the plan in a reasonable time period as determined by the Lead Agency prior to permitting for the Project. Any non-responsive party shall be assumed to have agreed to the plans without comment. Any and all findings of discovered resources will be subject to the protocol detailed within the Monitoring and Treatment Plan. **MM 4.18-2** A Monitoring and Treatment Plan that is reflective of the Project mitigation ("Cultural Resources" and "Tribal Cultural Resources") shall be completed by the archaeologist and submitted to the Lead Agency for dissemination to the consulting Tribes. All parties shall review and agree to the plan in a reasonable time period as determined by the Lead Agency prior to permitting for the Project. Monitoring and treatment methods that have been recommended by consulting Tribes and found to be reasonable by the Lead Agency for inclusion in the Monitoring and Treatment Plan are provided below, but the exact terms required for monitoring and treatment shall be as established in the Plan. If consensus among the Lead Agency and Tribes about monitoring and treatment methods cannot be reached, the Lead Agency shall make the determination in its best judgement considering input and recommendations from archaeologist and the consulting Tribes.	Project Applicant, Project Archeologist, Construction Contractor/ City Archeologist, Tribal Monitor(s), Planning Division	Prior to permit issuance authorizing ground-disturbing construction activities and during construction

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
		i. If a pre-contact cultural resource is discovered during archaeological presence/absence testing, the discovery shall be properly recorded and then reburied in situ. A research design shall be developed by the archaeologist that shall include a plan to evaluate the resource for significance under CEQA criteria. Representatives from the consulting Tribes, the archaeologist/applicant, and the Lead Agency shall confer regarding the research design, as well as any testing efforts needed to delineate the resource boundary. Following the completion of evaluation efforts, all parties shall confer regarding the archaeological significance of the resource, its potential as a Tribal Cultural Resource (TCR), avoidance of the discovered resource, and the potential need for construction monitoring during project implementation. Should any significant resource and/or TCR not be a candidate for avoidance or preservation in place, and the removal of the resource(s) is necessary to mitigate impacts, the research design shall include a comprehensive discussion of sampling strategies, resource processing, analysis, and reporting protocols/obligations. Removal of any cultural resource(s) shall be conducted with the presence of a Tribal monitor representing the consulting Tribes, unless otherwise decided by YSMN and ACBCI THPO. All plans for analysis shall be reviewed and approved by the applicant and consulting Tribes prior to implementation, and all removed material shall be temporarily curated on-site. ii. If a pre-contact cultural resource is discovered during project implementation, ground-disturbing activities shall be suspended 100 feet around the resource(s), and an Environmentally Sensitive Area (ESA) physical demarcation/barrier constructed. The Project		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
		Archaeologist shall develop a research design that shall include a plan to evaluate the resource for significance under CEQA criteria. Representatives from the consulting Tribes, the archaeologist, and the Lead Agency shall confer regarding the research design, as well as any testing efforts needed to delineate the resource boundary. Following the completion of evaluation efforts, all parties shall confer regarding the resource's archaeological significance, its potential as a Tribal Cultural Resource (TCR), and avoidance (or other appropriate treatment) of the discovered resource. iii. It is the preference of the consulting Tribes, YSMN and ACBCI THPO, that removed cultural material be reburied as close to the original find location as possible. However, should reburial within/near the original find location during project implementation not be feasible, then a reburial location for future reburial shall be decided upon by the consulting Tribes, the landowner, and the Lead Agency, and all finds shall be reburied within this location. Additionally, in this case, reburial shall not occur until all ground-disturbing activities associated with the project have been completed, all monitoring has ceased, all cataloging and basic recordation of cultural resources have been completed, and a final monitoring report has been issued to Lead Agency, CHRIS, and consulting Tribes. All reburials are subject to a reburial agreement that shall be developed between the landowner and consulting Tribes, outlining the determined reburial process/location, and shall include measures and provisions to protect the reburial area from any future impacts. Should it occur that avoidance, preservation in place, and on-site reburial are not an option for treatment, the		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
		landowner shall relinquish all ownership and rights to this material and confer with consulting Tribes to identify an American Association of Museums (AAM)-accredited facility within the County that can accession the materials into their permanent collections and provide for the proper care of these objects in accordance with the 1993 CA Curation Guidelines. A curation agreement with an appropriate qualified repository shall be developed between the landowner and museum that legally and physically transfers the collections and associated records to the facility. This agreement shall stipulate the payment of fees necessary for permanent curation of the collections and associated records and the obligation of the Project developer/applicant to pay for those fees. All draft records/reports containing the significance and treatment findings and data recovery results shall be prepared by the archaeologist and submitted to the Lead Agency and the consulting Tribes for their review and comment. After approval from all parties, the final reports and site/isolate records are to be submitted to the local CHRIS Information Center, the Lead Agency, and consulting Tribes. iv. In the event that any human remains are discovered within the project area, ground disturbing activities shall be suspended 100 feet around the resource(s) and an Environmentally Sensitive Area (ESA) physical demarcation/barrier constructed. The on-site lead/foreman shall then immediately notify the consulting tribes, the Developer, and the Lead Agency. The Lead Agency and the Developer shall then immediately contact the County Coroner regarding the discovery. If the Coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
		those of a Native American, the Coroner shall ensure that notification is provided to the NAHC within twenty-four (24) hours of the determination, as required by California Health and Safety Code § 7050.5 (c). The NAHC-identified Most Likely Descendant (MLD), shall be allowed, under California Public Resources Code § 5097.98 (a), to (1) inspect the site of the discovery and (2) make determinations as to how the human remains and funerary objects shall be treated and disposed of with appropriate dignity. The MLD, Lead Agency, and landowner agree to discuss in good faith what constitutes "appropriate dignity" as that term is used in the applicable statutes. The MLD shall complete its inspection and make recommendations within forty-eight (48) hours of the site visit, as required by California Public Resources Code § 5097.98. No photographs are to be taken except by the Coroner, with the written approval of the Consulting Tribe(s) Reburial of human remains and/or funerary objects (those artifacts associated with any human remains or funerary rites) shall be accomplished in compliance with the California Public Resources Code § 5097.98 (a) and (b). The MLD in consultation with the landowner, shall make the final discretionary determination regarding the appropriate disposition and treatment of human remains and funerary objects. All parties are aware that the MLD may wish to rebury the human remains and associated funerary objects on or near the site of their discovery, in an area that shall not be subject to future subsurface disturbances. The applicant/developer/ landowner should accommodate on-site reburial in a location mutually agreed upon by the Parties.		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
		It is understood by all Parties that unless otherwise required by law, the site of any reburial of Native American human remains or cultural artifacts shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code § 6254 (r). **MM 4.18-3** The Project proponent and the City of Calimesa Planning Department will consider the use of Native-language(s) names for streets, roads, parks, trails, etc. within the planned development area, as appropriate.	Project Applicant/ City of Calimesa Planning Department	As part of the future consideration of names for roads, parks, trails, etc.
4.19 Utilities and Service Systems				
Threshold a: Impacts associated with the installation of the Project's wet and dry utility infrastructure facilities have been evaluated throughout this EIR under the appropriate subject headings (e.g., air quality, biological resources, etc.). Where significant direct or cumulative impacts are identified, mitigation measures have been imposed to reduce the Project's impacts to the maximum feasible extent. There are no environmental impacts that would occur specifically related to the Project's proposed water, sewer, drainage, and dry improvements that have not already been addressed. **Threshold b:** Based on present information and the assurance that YVWD is engaged in identifying solutions that, when combined with the rest of its supply portfolio, will ensure a reliable long-term water supply. YVWD determined that it will be able to provide adequate water supplies to meet the potable water demand for the proposed	Less Than Significant Less Than Significant	The Project is required to comply with the provisions of the California Solid Waste Integrated Waste Management Act, (AB 939, 1989) which mandates a reduction of disposed waste throughout California. The Project is required to comply with the provisions of the California Solid Waste Reuse and Recycling Act (AB 1327) which developed a model ordinance for adoption of recyclable materials in development projects. This Act requires all development projects that are commercial, industrial, institutional, or marina in nature and where solid waste is collected and loaded, to provide an adequate area for collecting and loading recyclable materials over the lifetime of the project. The area is required to be provided before building permits are issued. The Project is required to comply with the provisions of the Mandatory Commercial Recycling Program (AB 341): AB 341 made a legislative declaration that it is the policy goal of the state	N/A	N/A

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
Project as part of its existing and future demands. Estimated water demand associated with the Project is approximately 184,100 gpd. The YVWD's 2020 UWMP forecasts more than adequate water supplies to reliably meet customer demands including demand associated with the Project under various drought scenarios. Accordingly, YVWD would have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years, and impacts would therefore be less than significant. In addition, the Project would not result in any physical impacts to the environment resulting from the Project's incremental increase in demand for water resources.		that not less than 75% of solid waste generated be source reduced, recycled, or composted by the year 2020, and required the Department of Resources Recycling and Recovery, by January 1, 2014, to provide a report to the Legislature that provides strategies to achieve that policy goal and also includes other specified information and recommendations.		
Threshold c: At buildout, the Project conservatively would generate a total of 239,850 gpd (0.21 mgd) of wastewater requiring treatment. The Project's wastewater would represent approximately 5.6% of the currently available treatment capacity at the WRWRF. Accordingly, the WRWRF would have adequate capacity to treat wastewater generated by the Project, and as such the Project would not result in or require the expansion of the existing facilities at the WRWRF. Impacts to wastewater treatment capacity would therefore be less than significant.	Less Than Significant			
Threshold d: Solid waste anticipated to be generated by the Project's construction and long-term operations would represent a small proportion of the available capacity at the El Sobrante Landfill, Lamb Canyon Landfill, and Badlands Landfill. Accordingly, the Project's generation of solid waste during construction and long-term operations would not exceed the daily capacity at any of the regional landfills, and impacts therefore would be less than significant.	Less Than Significant			
Threshold e: The Project would be required to comply with	No Impact			

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
all applicable regulations related to solid waste reduction. The Project would not conflict with applicable federal, State, and local statutes and regulations related to the management and reduction of solid waste and pertaining to waste disposal, reduction, and recycling. No impact would occur.				
4.20 Wildfire				
Threshold a: The Project would result in a low number of calls and is not anticipated to interfere with CFD's ability to meet its response time goal. The Project site is not identified as an evacuation route and the City's Local Hazard Mitigation Plan does not identify the Project site as a critical facility or EOC. During construction and at Project build-out, the Project would be required to maintain adequate access for emergency vehicles. Accordingly, the Project would not impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan, and impacts would be less than significant.	Less Than Significant	**RR 4.20-1** The Project would be required to comply with the applicable codes within the 2022 California Fire Code and 2022 California Building Code.		
Threshold b: The Project would incorporate defensible space, which would consist of asphalt roadways, parking stalls, loading zones, and irrigated landscaping and would comply with the requirements of State and local regulations with respect to construction and maintenance of the Project. Moreover, all structures would be protected by an automatic, internal fire sprinkler system. The development of the Project site with the Project would not facilitate the spread of wildfire and would reduce projected flame lengths to levels that would be manageable by firefighting resources for protecting the site's structures, especially given the ignition resistance of the structures and the planned ongoing maintenance of the entire site landscape. As such, the Project is not anticipated to expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled	Less Than Significant			

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible/ Monitoring Parties	Implementation Stage
spread of a wildfire. Impacts would be less than significant.				
Threshold c: The Project would result in the installation of on-site utility infrastructure that would connect to the existing utility infrastructure within the surrounding roadways. All power lines would be placed underground. Although the Project would result in the installation of associated infrastructure, the Project's proposed infrastructure is not anticipated to exacerbate fire risk or result in temporary or ongoing impacts to the environment. Impacts would be less than significant.	Less Than Significant			
Threshold d: The Project site is within an area of minimal flooding. Additionally, the Project would maintain a similar drainage pattern as compared to existing conditions and would reduce peak flow rates. Thus, improvements proposed as part of the Project would not result in an increase in wildfire hazard-related risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Areas surrounding the Project site also are not classified as having a susceptibility to wildfire hazards, indicating that the chance of wildfires affecting these areas is low. Therefore, the Project would not 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. Impacts would be less than significant.	Less Than Significant			

1.0 INTRODUCTION

1.1 PURPOSES OF CEQA AND LEGAL AUTHORITY FOR THIS EIR

This Environmental Impact Report (EIR) has been prepared in compliance with the California Environmental Quality Act (Public Resources Code § 2100 et. seq. ["CEQA"]), as amended, and the CEQA State Guidelines (Title 14 California Code of Regulations (CCR) § 15000 et. seq.) ("CEQA Guidelines"), as amended. As stated by CEQA Guidelines § 15002(a), the basic purposes of CEQA are to:

- Inform governmental decision makers and the public about the potential significant environmental effects of proposed government actions (including the discretionary approval of land entitlement applications submitted by private parties);
- Identify the ways that environmental damage can be avoided or significantly reduced;
- Prevent significant avoidable damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible; and
- Disclose to the public the reasons why a governmental agency approved the project in the manner the agency chose if a project will be approved involving significant environmental effects.

The public agency with the principal responsibility for carrying out or approving a project or the first public agency to make a discretionary decision to proceed with a proposed project should ordinarily act as the "Lead Agency" pursuant to CEQA Guidelines §§ 15050-15051. The City of Calimesa is the Lead Agency for the proposed Project evaluated in this EIR.

Under CEQA, if a Lead Agency determines that there is substantial evidence in light of the whole record that a project may have a significant effect on the environment, the agency must prepare an EIR (CEQA Guidelines § 15064(a)(1)). The purpose of an EIR is to inform public agency decision-makers and the public of the potentially significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project (CEQA Guidelines § 15121(a)).

This EIR is an informational document that represents the independent judgment of the City of Calimesa (as the Lead Agency) for use by the City of Calimesa (the City) decision-makers, responsible and trustee agencies, and members of the general public to evaluate the physical environmental effects that could result from constructing and operating the proposed Project. The City has reviewed and, as necessary, directed revisions to all submitted drafts, technical studies, and reports supporting this EIR for consistency with City policies and requirements to ensure that this EIR reflects its own independent judgment. Governmental approvals requested from the City by the Project Applicant include:

1. Approval of General Plan Amendment (GPA) 22-03
2. Approval of Zone Change (ZC) 22-01

3. Approval of Parcel Map (TPM) 38589
4. Approval of Oak Valley North Specific Plan
5. Approval of Development Plan Review (DPR) 22-05
6. Approval of Development Plan Review (DPR) 22-06
7. Approval of Development Plan Review (DPR) 22-07
8. Approval of Development Plan Review (DPR) 22-08
9. Approval of Development Plan Review (DPR) 22-09
10. Approval of Development Plan Review (DPR) 22-10
11. Approval of Conditional Use Permit (CUP) 22-02
12. Approval of Conditional Use Permit (CUP) 22-03
13. Approval of Conditional Use Permit (CUP) 22-04
14. Approval of Conditional Use Permit (CUP) 22-06

Other related discretionary and administrative actions that are required to construct and operate the Project described in this EIR are listed in Section 3.0, *Project Description*. This document complies with all criteria, standards, and procedure of CEQA §§ 21000 *et seq.* and CEQA Guidelines §§ 15000 *et seq*.

As a first step in the CEQA-compliance process, the City determined that implementation of the Project has the potential to result in significant environmental effects, and a Project EIR, as defined by CEQA Guidelines § 15161, is required. As stated in CEQA Guidelines § 15161, a Project EIR should "…focus primarily on the changes in the environment that would result from the development project" and "…examine all phases of the project including planning, construction, and operation." This EIR represents the independent judgment of the City (as the Lead Agency) and evaluates the physical environmental effects that could result from constructing and operating the proposed Project. Acting as Lead Agency, the City will consider the following issues regarding the proposed Project: a) evaluation of this EIR to determine if the physical environmental impacts are adequately disclosed; b) assessment of the adequacy and feasibility of identified mitigation measures and the potential addition, modification to, or deletion of mitigation measures, standard conditions of approval, or Project design features; c) consideration of alternatives to the Project that would reduce or eliminate significant environmental effects of the Project; and, if necessary, d) consideration of Project benefits that override the Project's unavoidable and unmitigable significant effects on the environment.

Accordingly, and in conformance with CEQA Guidelines § 15121(a), the purposes of this EIR are to: (1) disclose information by informing public agency decision makers and the public generally of the significant environmental effects associated with all phases of the Project, (2) identify possible ways to minimize or avoid those significant effects, and (3) to describe a reasonable range of alternatives to the Project that would feasibly attain most of the basic Project objectives but would avoid or substantially lessen its significant environmental effects.

Before taking action to approve the Project, the City (serving as the Lead Agency) has the obligation to: (1) ensure this EIR has been completed in accordance with CEQA; (2) review and consider the information contained in this EIR as part of its decision making process; (3) make a statement that this EIR reflects the City's independent judgment; (4) ensure that all significant effects on the environment are avoided or substantially lessened where feasible; and, if necessary (5) make written findings for each unavoidable significant environmental effect stating the reasons why mitigation measures or project alternatives identified in this EIR are infeasible and citing the specific benefits of the proposed Project that outweigh its unavoidable adverse effects (CEQA Guidelines §§ 15090-15093).

The roles and responsibilities of the City of Calimesa Planning Commission and City Council for Project-related approvals are as follows.

- **Planning Commission**: The Planning Commission will recommend to the City Council whether the Project's applications, which include GPA 22-03, ZC 22-01, TPM 38589, the Oak Valley North Specific Plan, DPR 22-05, DPR 22-06, DPR 22-07, DPR 22-08, DPR 22-09, DPR 22-10, CUP 22-02, CUP 22-03, CUP 22-04, and CUP 22-06 should be approved, modified, or not approved, and will recommend to the City Council whether to certify the Final EIR (FEIR) with or without modifications.

- **City Council**: The City Council will decide whether to approve, modify, or not approve GPA 22-03, ZC 22-01, TPM 38589, the Oak Valley North Specific Plan, DPR 22-05, DPR 22-06, DPR 22-07, DPR 22-08, DPR 22-09, DPR 22-10, CUP 22-02, CUP 22-03, CUP 22-04, and CUP 22-06. Project-related approvals will be subject to a noticed public hearing held before the City Council. Upon approval or conditional approval of the Project and certification of this EIR by the City Council, the City would conduct additional discretionary and/or administrative level reviews as needed to implement the Project.

This EIR and all supporting technical appendices are available for review at the City of Calimesa Planning Division, 908 Park Avenue, Calimesa, CA 92320, during the City's regular business hours, and on the City's website at https://www.cityofcalimesa.net/Archive.aspx?AMID=48.

1.2 SUMMARY OF THE PROJECT EVALUATED BY THIS EIR

The City of Calimesa is the Lead Agency for the proposed Project, under whose authority this EIR has been prepared. For purposes of this EIR, the term "Project" refers to the Project's discretionary applications and the discretionary actions required to implement the Oak Valley North Project, as proposed, and all the activities associated with its implementation including planning, construction, and ongoing operations.

The Project site encompasses approximately 110.2 gross acres (106.9 net acres), generally located northeast of Interstate 10 (I-10) and Calimesa Boulevard, southeast of Singleton Road, and southwest of Beckwith Avenue in the southern portion of the City of Calimesa. The Project as evaluated herein consists of the following applications: GPA 22-03, ZC 22-01, TPM 38589, DPR 22-05, DPR 22-06, DPR 22-07, DPR 22-08, DPR 22-09, DPR 22-10, CUP 22-02, CUP 22-03, CUP 22-04, CUP 22-06, and a Specific Plan (Oak Valley

North Specific Plan) to establish an approximately 110.2-gross acre Specific Plan Area to allow for the development of up to 982,232 square feet of warehouse space between four (4) buildings on approximately 58.3 acres, truck trailer storage lot on approximately 37.2 acres (24.4 usable acres), up to 223 residential units on approximately 11.2 acres, with a density of 20 dwelling units (du) per acre (ac), and approximately 3.4 acres of the Project site is designated as roadway. Churches are conditionally permitted uses in the Specific Plan's residential zone, and therefore, this EIR anticipates and analyzes the potential that a 1,200-seat church facility may be developed within the residential zone, in which case, no residential units would be developed.

A summary of the Project Applicant's requested governmental approvals from the City to implement the Project is provided below (refer to Chapter 3.0, *Project Description*, for a complete description of the Project's construction and operational characteristics):

- General Plan Amendment (GPA) 22-03. GPA 22-03 proposes to modify the land use element of the City of Calimesa 2014 General Plan (General Plan) to change the General Plan land use designations on 108.2 acres of the Project site from "Business Park (BP)," "Light Industrial (LI)," and "Residential Low Medium Density (RLM)" to "Business Park (BP)" and "Residential High Density (RH).

- Zone Change (ZC) 22-01. ZC 22-01 proposes to modify the City's official zoning map as it applies to 110.2-acre Project site to change the zoning classifications from "Business Park (B-P)," "Light Industrial (L-I)," and "Residential Low Medium (R-L-M)" to a zoning classification of "Specific Plan Area 4 (SPA 4)," which would allow for the establishment and implementation of the Oak Valley North Specific Plan (SPA 4).

- Oak Valley North Specific Plan. The Oak Valley North Specific Plan (OVNSP) proposes approximately 110.2 gross acres (106.9 net acres) and would apply two land use designations: "Business Park (BP)" on approximately 95.5 acres and "Residential High (RH)" on approximately 11.2 acres, in addition to designating 3.4 acres as "Roadway" for small portions of Calimesa Boulevard and Beckwith Avenue that fall within the OVNSP boundary. The Specific Plan Area would be divided into two (2) planning areas (Planning Area 1 and Planning Area 2) for planning purposes. Planning Area 1 would be 95.5 acres and accommodate up to 982,232 square feet (s.f.) of BP building space. Planning Area 2 would be 11.2 acres and allow up to 223 residential units at a density of up to 20 dwelling units per acre (du/ac). Places of worship also would be conditionally permitted in Planning Area 2. The Specific Plan also proposes development standards that would serve as the property's zoning and includes design guidelines for architecture, landscaping, and other physical attributes of the proposed development.

- Tentative Parcel Map (TPM) 38589. TPM 38589 is a proposed parcel map to subdivide 110.2 gross acres into seven (7) parcels and dedicate right-of-way to the City of Calimesa for the widening of Calimesa Boulevard and Beckwith Avenue.

- Development Plan Review (DPR) 22-05, DPR 22-06, DPR 22-07, DPR 22-08, DPR 22-09, DPR 22-10 and Conditional Use Permit (CUP) 22-02, CUP 22-03, CUP 22-04, and CUP 22-06. The DPR and

CUP applications propose development plans for the Specific Plan's Planning Area 1. One (1) trapezoidal-shaped and three (3) rectangular-shaped buildings are proposed within the southern portion of Planning Area 1 of the Specific Plan area. In addition to the four (4) proposed business park buildings, two (2) trailer storage lots are proposed along the northern portion of Planning Area 1. Each building and trailer storage lot is further described as follows:

- Building 1 will be 236,892 square feet in size, which includes 20,000 square feet of ancillary office. A total of 37 loading dock doors, 208 passenger vehicle parking spaces, and 31 trailer parking spaces will be provided.

- Building 2 will be 249,840 square feet in size, which includes 20,000 square feet of ancillary office. A total of 74 loading dock doors and 215 passenger vehicle parking spaces will be provided.

- Building 3 will be 249,000 square feet in size, which includes 20,000 square feet of ancillary office. A total of 93 loading dock doors and 191 passenger vehicle parking spaces will be provided.

- Building 4 will be 246,500 square feet in size, which includes 20,000 square feet of ancillary office. A total of 50 loading dock doors, 183 passenger vehicle parking spaces, and 79 trailer parking spaces will be provided.

- Trailer Storage Lot 1 will be 10.04 acres in size, with 7.33 acres of usable space. A total of 254 trailer parking stalls and 5 auto parking stalls will be provided, although striping could change in final implementation.

- Trailer Storage Lot 2 will be 27.24 acres in size, with 17.09 acres of usable space. A total of 708 trailer parking stalls and 5 auto parking stalls will be provided, although striping could change in final implementation.

In total, 982,232 s.f. of building space is proposed across four (4) buildings, and two (2) trailer storage lots are proposed. The buildings are designed for concrete tilt-up construction and would reach a maximum exterior height of 50 feet. A sloped area with a multi-use trail is proposed adjacent to the south side of Beckwith Avenue; considering the landscaped slope, the finished floor elevations of the four (4) buildings vary from approximately 18 to 46 feet lower than the existing grade of Beckwith Avenue. Other proposed site features include streetscape and interior site landscaping, drive aisles, truck courts, parking areas for trucks and passenger vehicles, walls, fences, truck court entry gates, lighting, signage, and supporting infrastructure.

The CUPs are proposed to allow the four (4) buildings represented in the above-mentioned Development Plan Review. According to the proposed Specific Plan, which refers to the City of Calimesa Municipal Code, warehouse and distribution buildings are conditionally permitted land uses.

1.3 CEQA Process Overview

CEQA (Public Resources Code, §§ 21000-21177) requires that all public agencies within the State of California, having land use approval over project activities that have the potential to affect the quality of the environment, shall regulate such activities so that impacts to the environment can be prevented to the extent feasible. Such activity is reviewed and monitored through the CEQA process, as provided in the CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, §§ 15000-15387). CEQA distinguishes varied levels of documentation and public review based on a project's anticipated level of effect on the environment.

When it is determined through preliminary review that a project may likely have one or more significant effects upon the environment, then an EIR must be prepared. The "scope" of the EIR may be determined through preparation of an Initial Study and a public scoping process. The EIR should consider both the potential project-specific (direct and indirect) and cumulative environmental impacts that could result from implementation of the proposed project.

Pursuant to CEQA Guidelines § 15121, the EIR is primarily an informational document intended to inform the public agency decision-makers and the general public of the potentially significant effects of a proposed project. The EIR should disclose all known potentially significant impacts; identify feasible means to minimize or mitigate those effects; and consider a number of feasible alternatives to the project that might further reduce significant impacts while still attaining the project objectives. The decision-makers must consider the information in an EIR before taking action on a proposed project. The EIR may constitute substantial evidence in the record to support the agency's action on the Project.

The EIR is prepared by or under the direction of the Lead Agency, which for the proposed Project is the City of Calimesa. The City is the public agency that has the primary responsibility for approving or carrying out the Project. Further, Responsible and Trustee Agencies, which are public agencies that have a level of discretionary approval over some component of the proposed Project, may rely upon the EIR prepared by the City.

An EIR is prepared in two key stages. First, a Draft EIR is prepared and distributed for public and agency review. Once comments on the Draft EIR are received, responses to those comments and any additional relevant project information are prepared and compiled in a Final EIR. Both of these documents (i.e., the Draft EIR and the Final EIR), along with any related technical appendices, represent the complete record of the EIR. Throughout this document, the terms EIR or Draft EIR may be used interchangeably since both are part of the ultimate EIR record; however, "Draft EIR" may be used specifically when referring to information provided in the volume made available for the CEQA-required 45-day public review period.

In accordance with CEQA Guidelines § 15087, this Draft EIR will be made available for review by the public and public agencies for a minimum period of 45 days to provide comments "on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated" (CEQA Guidelines § 152049(a)). Responses to written comments received during the public review period will be included in the Final EIR. During the decision-making process,

the Project and its design features, objectives, merits, environmental consequences, and socioeconomic factors, among other information contained in the Project's administrative record, will be considered by City decision-makers. If the Final EIR is certified and the Project approved, the City and other public agencies with permitting authority over all or portions of the Project would be able to rely on the Final EIR as part of their permitting processes to evaluate the environmental effects of the Project as they pertain to the approval or denial of applicable permits.

1.4 EIR Scope, Format, and Content

1.4.1 EIR Scope

Pursuant to the procedural requirements of CEQA, on July 14, 2023, the City filed a Notice of Preparation (NOP) with the California Office of Planning and Research (OPR) State Clearinghouse (SCH) and the Riverside County Clerk-Recorder to indicate that an EIR would be prepared to evaluate the Project's potential to impact the environment. The NOP also was distributed to surrounding property owners, responsible and trustee agencies, and other interested parties for a 30-day public review period that commenced on July 14, 2023, and concluded on September 8, 2023. The NOP was distributed for public review to solicit responses to help the City identify the full scope and range of potential environmental concerns associated with the Project so that these issues could be fully examined in this EIR. Comments on the NOP and re-circulated NOP were received from the following interested parties:

- Yuhaaviatam of San Manuel Nation
- California Highway Patrol
- Bill and Joan Fritz
- Brenda Collins
- Edna Lynn Ernst
- California Air Resources Board (CARB)
- Californians Allied for a Responsible Economy (CARE CA)
- California Highway Patrol (CHP) San Gorgonio Pass Area
- Danae Delaney
- Debra Le Long
- Malulani Beale
- Mary Dvorak
- Center for Community Action and Environmental Justice (CCAEJ)
- Renee Kanoti
- Riverside County Sheriff
- Sage Porter
- David Zaitz
- Ron Roy
- James Wright

This EIR acknowledges that the City distributed a NOP pertaining to a prior version of the Project's design on December 12, 2022; because the Project was substantially modified in response to comments received from the public and to generally reduce all impacts on the environment, a new NOP was issued on July 14, 2023, described above. Comments on the prior NOP are acknowledged by the City and considered in this EIR where relevant to the current version of the Project. Comments on the first NOP pertaining to a prior version of the Project were received from the following interested parties:

- Native American Heritage Commission (NAHC)
- California Department of Fish and Wildlife (CDFW)
- Southern California Association of Governments (SCAG)
- Beaumont Unified School District (BUSD)
- Pat Tate
- Steve Holland
- David Zaitz
- Edna Ernst
- Laura Procter
- Alicia Aponte
- Lisa Ramos
- Rubi Martinez
- Russell Buckland
- Blake Ferris
- Danae Delaney
- Debbie Le Long
- Laura Lewis
- James Wright
- Davena Rivera
- Lozeau | Drury LLP

In addition, a publicly-noticed EIR Scoping Meeting was held virtually on July 24, 2023, with public participation available by Zoom login. The City also held a public scoping meeting by Zoom login on January 5, 2023, which featured a prior version of the Project's design; comments from the January 2023 Scoping Meeting that remain relevant to the current version of the Project are considered. The Scoping Meetings provided members of the general public an additional opportunity to comment on the scope of environmental issues to be addressed in this EIR.

An Initial Study was not prepared for the proposed Project because the City determined that an EIR was clearly required. As such, this EIR evaluates all of the environmental topics identified in Appendix G to the CEQA Guidelines. Based on Appendix G and in consideration of all comments related to environmental issues received by the City on the NOP and during the EIR Scoping Meeting, Section 4.0, of this EIR evaluates the Project's potential to cause adverse effects to the following environmental issue areas:

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

The Project's potential to result in growth-inducing impacts are discussed in Section 5.0, *Other CEQA Considerations*, of this EIR. The NOP, public review distribution list, and written comments received by the City during the NOP public review period are provided in *Technical Appendices A.1 and A.2* to this EIR. Please refer to Table 1-1, *Summary of NOP and Scoping Meeting Comments,* for summarized comments received during NOP public review period.

Table 1-1 Summary of NOP and Scoping Meeting Comments

Commenter	Date	Comment(s)	Location in EIR Where Comment(s) Addressed
Applicable Original NOP Comments (Previous Project Design)			
Lozeau | Drury LLP	12/14/2022	• Requests to be notified regarding all actions related to or referring to the Project.	EIR Section 1.0 (Introduction)
Native American Heritage Commission (NAHC)	12/15/2022	• Recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of the proposed Project as early as possible to avoid any possible human remains and to best protect possible cultural resources. • Notes AB 52 requirements, SB 18 provisions, and recommendations for the preparation of cultural resources assessments.	EIR Subsections 4.5 (Cultural Resources) and 4.18 (Tribal Cultural Resources)
Davena Rivera	12/15/2022	• Expresses concerns related to air quality and noise. • Expresses concerns related to sensitive receptors. • Expresses concerns related to transportation hazards.	EIR Subsections 4.3 (Air Quality), 4.13 (Noise), and 4.17 (Transportation)
Beaumont Unified School District (BUSD)	12/29/2022	• Identifies that the Project is subject to school mitigation fees. The Project will be charged at the commercial development rate; currently $0.78 per square foot. The fee is subject to change annually and the developer should verify the current rate at the District's website at https://www.beaumontusd.us/apps/pages/Developer_Fees	EIR Subsection 4.15 (Public Services)
Pat Tate	12/29/2022	• Identifies concerns with traffic and traffic-related safety.	EIR Subsection 4.17 (Transportation)

Table 1-1 Summary of NOP and Scoping Meeting Comments

Commenter	Date	Comment(s)	Location in EIR Where Comment(s) Addressed
Steve Holland	12/29/2022	• Identifies concerns with traffic, recreational trails, wildlife corridors, aesthetic impacts related to construction. • Recommends that the City develop the Project site with a park, dog park, skatepark, bicycle pump track	EIR Subsections 4.1 (Aesthetics), 4.4 (Biological Resources), 4.15 (Public Services) 4.16, (Recreation), 4.17 (Transportation), 6.0 (Alternatives)
David Zaitz	12/30/2022	• Identifies a truck terminal project completed at Cherry Valley and Calimesa Boulevard and a truck terminal project under construction on the southside of Interstate 10 (I-10) at Singleton Road. • Expresses cumulative air quality and noise concerns related to sensitive receptors. • Expresses cumulative transportation-related concerns at and near the intersection of I-10 and Singleton • Expresses air quality and noise concerns related to regional traffic congestion.	EIR Section 4.0 (Environmental Analysis) and Subsections 4.3 (Air Quality), 4.13 (Noise), 4.17 (Transportation)
Edna Ernst	12/31/2022	• Expresses concerns related to water availability. • Expresses concerns related to traffic at the intersection of Beckwith Avenue and Singleton Road. • Expresses concerns related to noise and air quality due to truck traffic.	EIR Subsections 4.3 (Air Quality), 4.13 Noise, 4.17 (Transportation) and 4.19 (Utilities & Service Systems)
Laura Procter	1/4/2023	• Expresses concerns with utility infrastructure. • Expresses concerns with transportation at Cherry Boulevard. • Expresses concerns with the I-10 ramps.	EIR Subsection 4.17 (Transportation) and 4.19 (Utilities & Service Systems)
Alicia Aponte	1/5/2023	• Expresses concerns with traffic, noise, environmental damage, air quality due to increased truck trips. • Expresses concerns related to utility infrastructure and service systems. • Expresses concerns related to recreational facilities. • Expresses concern related to wildlife movement and habitat.	EIR Subsection 4.3 (Air Quality), 4.13 (Noise), 4.4 (Biological Resources), 4.15 (Public Services, 4.16 (Recreation),
Lisa Ramos	1/5/2023	• Expresses concerns related to the existing transportation infrastructure. • Expresses concerns related to air quality due to commercial truck traffic. • Requests that the City review similar project in neighboring cities; specifically, review the traffic and air quality impacts.	EIR Subsections 4.3 (Air Quality) and 4.17 (Transportation)
Rubi Martinez	1/5/2023	• Expresses concerns related to traffic congestion due to additional Project-related truck traffic.	EIR Subsection 4.1 (Aesthetics) through 4.20 (Wildfire)

Table 1-1 Summary of NOP and Scoping Meeting Comments

Commenter	Date	Comment(s)	Location in EIR Where Comment(s) Addressed
		• Expresses concerns related to transportation safety hazards. • Expresses concerns related to the need for additional transportation infrastructure. • Expresses concerns related to emergency evacuation routes. • Expresses concerns related to long-term environmental effects/issue due to implementation of the Project.	
Russell Buckland	1/7/2023	• Expresses concerns related to sensitive receptors. • Expresses concerns related to traffic congestion. • Recommends that the Project site be zoned as open space or residential.	EIR Subsections 4.3 (Air Quality) and 4.17 (Transportation) and EIR Section 6.0 (Alternatives)
Blake Ferris	1/8/2023	• Requests the EIR analyze the Project's impacts on the surrounding transportation infrastructure and identify mitigation measures to reduce impacts on the circulation system. • Requests the timeline of construction for the Project's proposed warehouses. • Expresses concern related to wildlife corridors, conservation cells and lands. • Request that the City take note of the burrowing owl and analyze the Project's impact on the species. • Requests that the EIR analyze the Project's air quality impacts on the Rancho Calimesa and Sharondale senior communities. • Requests that the EIR analyze the Project's impacts air quality impacts on school aged children.	EIR Section 3.0 (Project Description) and Subsections 4.3 (Air Quality), 4.4 (Biological Resources) and 4.17 (Transportation)
California Department of Fish and Wildlife (CDFW)	1/9/2023	• Recommends that the EIR include a habitat assessment and mapping. • Recommends that the EIR include a general biological resources assessment of the flora and fauna within and adjacent to the Project with an emphasis on identifying rare, threatened, endangered, and other sensitive species and their associated habitats. • Recommends that the EIR analyze direct, indirect, and cumulative impacts to biological resources. • Recommends that the EIR include a reasonable range of alternatives, including a "no project" alternative. • Recommends that the EIR identify mitigation measures and alternatives that are appropriate and adequate to avoid or minimize potential impacts, to the extent feasible. • Recommends that the EIR address all Project impacts to listed species identified by the California Endangered	EIR Section 6.0 (Alternatives) and EIR Subsection 4.4 (Biological Resources) and Subsection 4.10 (Hydrology and Water Quality)

Table 1-1 Summary of NOP and Scoping Meeting Comments

Commenter	Date	Comment(s)	Location in EIR Where Comment(s) Addressed
		Species Act (CESA) and specifies a mitigation monitoring and reporting program that will meet the requirements of CESA. • Recommends that the EIR analyze the Project's consistency with the Multiple Species Habitat Conservation Plan (MSHCP). • Identifies that the Project may require a Lake and Streambed Alteration Agreement. • Recommends that the Project incorporate water-wise concepts in Project landscape design plans.	
Danae Delaney	1/9/2023	• Expresses concerns related to aesthetics, recreational facilities, and land use. • Requests that a light study be conducted. • Requests that Project-related traffic noise be studied.	EIR Subsections 4.1 (Aesthetics), 4.15 (Public Services), 4.16 (Recreation), and 4.13 (Noise).
Debbie Le Long	1/9/2023	• Expresses concerns related to land use. • Expresses concerns related to air quality and sensitive receptors. • Requests that the EIR analyze the Project's impacts on groundwater supply, water quality, and water supply. • Expresses concerns related to noise, light, and traffic congestion. • Expresses concerns related to Project operation. • Expresses concerns related to police protection services. • Expresses concerns related to wildfire. • Expresses concerns related to wildlife movement.	EIR Section 3.0 (Project Description) and EIR Subsections 4.3 (Air Quality), 4.4 (Biological Resources), 4.10 (Hydrology & Water Quality), 4.15 (Public Services) 4.11 (Land Use & Planning), and 4.20 (Wildfire)
Laura Lewis	1/9/2023	• Expresses concerns related to air quality, energy, hydrology and water quality, noise, population and housing, public services, and utilities and service systems.	EIR Subsections 4.3 (Air Quality), 4.6 (Energy), 4.10 (Hydrology & Water Quality), 4.13 (Noise), 4.14 (Population & Housing), 4.15 (Public Services) 4.19 (Utilities & Service Systems)
David Zaitz	1/10/2023	• Requests that the EIR disclose the number of diesel truck trips entering and existing the Project.	EIR Subsection 4.17 (Transportation)
Southern California Association of Governments (SCAG)	1/10/2023	• Recommends that the EIR analyze the Project's consistency with the adopted 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal) goals. • Recommends that the City consider including project-level performance standards-based mitigation measures identified in the Connect SoCal Program EIR.	EIR Subsections 4.3 (Air Quality) and 4.11 (Land Use and Planning)

Table 1-1 Summary of NOP and Scoping Meeting Comments

Commenter	Date	Comment(s)	Location in EIR Where Comment(s) Addressed
James Wright	1/10/2023	• Expresses concerns related to air quality • Expresses concerns related to the Project's compatibility with the surrounding land uses and consistency with general plan policies. • Expresses concerns related to noise and vibration affecting sensitive receptors. • Expresses concerns related to wildfires and wildfire hazards. • Expresses concerns related fire emergency responsiveness	EIR Subsection 4.3 (Air Quality), 4.11 (Land Use & Planning), 4.13 (Noise), and 4.20 (Wildfire)
Applicable January 5, 2023, Scoping Meeting Comments (Related to Previous Project Design)			
James Wright	1/5/2023	• Identified the residents at Sharondale Senior Community as sensitive receptors to noise and air quality. • Requests that an air quality and health study for the Project be conducted. • Identified that the Project site is in a high fire hazard zone. • Expressed concerns related to fire evacuation and fire emergency services.	EIR Subsections 4.3 (Air Quality), 4.13 (Noise), 4.15 (Public Services) and 4.20 (Wildfire)
Bonnie Barron	1/5/2023	• Expressed concerns related to air quality, aesthetics, hazardous materials, noise, and transportation. • Requested that the EIR disclose the types of trucks associated with Project-related traffic and identify the type of dock doors proposed. • Requested that the EIR disclose the passenger vehicle trips.	EIR Section 3.0 (Project Description) Subsection 4.1 (Aesthetics), 4.3 (Air Quality), 4.9 (Hazards & Hazardous Materials), 4.13 (Noise), 4.17 (Transportation)
David Zaitz	1/5/2023	• Requested that the EIR analyze and alternative in which the Project could move forward with a Mitigated Negative Declaration as the CEQA compliance document. • Recommended that the City provide restrictions related to time of operation for the proposed warehouse component. • Expressed concerns related to noise and air quality. • Expressed concerns related to cumulative impacts with respect to other warehouse projects under construction. • Requested clarification regarding the types of uses allowed in the Business Park designation and Light Industrial designation.	EIR Sections 3.0 (Project Description), 6.0 (Alternatives) and EIR Subsection 4.1 (Aesthetics) through 4.20 (Wildfire)
Phyllis Wolfington	1/5/2023	• Expressed concerns with the existing conditions of Beckwith Avenue. • Requested clarification regarding Project-related improvements to Beckwith Avenue. • Requested clarification regarding the widening of Calimesa Boulevard.	EIR Subsections 4.4 (Biological Resources) and 4.17 (Transportation)

Table 1-1 Summary of NOP and Scoping Meeting Comments

Commenter	Date	Comment(s)	Location in EIR Where Comment(s) Addressed
		• Expressed concerns with existing traffic congestion on I-10. • Expressed concerns with wildlife habitat.	
Danae Delaney	1/5/2023	• Expressed concerns related to aesthetics. • Requested that the EIR analyze human impacts. • Requested that the EIR analyze traffic impacts to I-10 and Cherry Valley Boulevard. • Requested that the EIR analyze the Project's impacts related to aesthetics. • Identified the Calimesa west of County Line Road and Calimesa East of Myrtlewood redevelopment project. • Expressed concerns related to existing bridges.	EIR Subsections 4.1 (Aesthetics) and 4.17 (Transportation)
Shirley Stewart	1/5/2023	• Expressed concerns related to utility service systems. • Expressed concerns related to noise, traffic, safety, and sensitive receptors.	EIR Subsections 4.3 (Air Quality) 4.9 (Hazards & Hazardous Materials), 4.13 (Noise), and 4.17 (Transportation)
Greg Card	1/5/2023	• Requested clarification regarding the utility infrastructure to be installed within Beckwith Avenue.	EIR Subsection 4.19 (Utilities & Service Systems)
Audilia Lozada	1/5/2023	• Requested that the EIR identify mitigation measures for air quality and transportation impacts. • Requested clarification regarding the housing type proposed as part of the residential component of the Project. • Requested a comparative analysis between development of the Project site with the existing residential land use designation and the proposed residential land use designation with respect to transportation impacts.	EIR Section 3.0 (Project Description) and Subsection 4.3 (Air Quality), 4.11 (Land Use & Planning), and 4.17 (Transportation)
Blake Farris	1/5/2023	• Expressed concerns related to existing circulation infrastructure and conservation lands. • Identified that the Project site is near conservation lands and wildlife corridors. • Requested that the EIR identify the Project's consistency with the MSHCP.	EIR Subsections 4.4 (Biological Resources) and 4.17 (Transportation)
Edward Saxon	1/5/2023	• Expressed concerns related to existing bridge over Singleton Road. • Expressed concerns related to improvements to existing roadways, freeway, and exits. • Expressed concerns related to wildlife. • Expressed concerns related to emergency services.	EIR Subsections 4.4 (Biological Resources) 4.16 (Public Services), and 4.17 (Transportation)
Debbie Le Long	1/5/2023	• Expressed concerns related to notification of the Project.	EIR Section 1.0 (Introduction)

Table 1-1 Summary of NOP and Scoping Meeting Comments

Commenter	Date	Comment(s)	Location in EIR Where Comment(s) Addressed
Revised NOP Comments			
Yuhaaviatam of San Manuel Nation	7/25/2023	• States that the Project area is culturally sensitive. • Expressed concern about potential impacts to Tribal Cultural Resources.	EIR Subsection 4.5 (Cultural Resources) and 4.18 (Tribal Cultural Resources)
Bill and Joan Fritz	7/29/2023	• Expressed concern about air pollutants from trucking activity and effects on sensitive populations. • Expressed concern about truck noise and potential effects on human health including sleep deprivation. • Expressed concern about traffic on I-10. • Expressed concern about transportation congestion and safety at I-10 ramps, and physical condition of the ramps. • Inquired about cut-through traffic when I-10 is congested. • Inquired about the number of daily trips the Project would generate. • Suggested a variety of local roadway improvements. • Suggested elimination of the Project's proposed trailer parking spaces.	EIR Section 3.0 (Project Description) and EIR Subsections 4.3 (Air Quality), 4.13 (Noise), 4.17 (Transportation) and EIR Section 6.0 (Alternatives)
Brenda Collins	8/7/2023	• Requested an analysis of truck/trailer traffic and effects on air quality. • Inquired about other similar projects and studies of those projects on human health. • Expressed concern about human health impacts from air pollution emitted by trucks. • Requested a long-term exposure health effects analysis. • Inquired about the Project's traffic impacts and emergency vehicle access and response times. • Inquired about noise pollution impacts and noise impacts to nearby residents. • Inquired if the Project will affect property values in the area. • Inquired if the Project will have an effect on criminal activity. • Requested a comparison of the Project with other similar projects.	EIR Sections 3.0 (Project Description) and EIR Subsections 4.3 (Air Quality), 4.13 (Noise), 4.15 (Public Services), 4.17 (Transportation), and 4.20 (Wildfire)
California Highway Patrol	8/8/2023	• Expressed concern for safe and legal operation of heavy trucks. • Suggested that additional traffic control measures may be needed if vehicles back up onto the mainline of westbound I-10 from the Singleton Road offramp, which would negatively impact CHP operations.	EIR Subsection 4.17 (Transportation) and Technical Appendix P
Edna Lynn Ernst	8/9/2023	• Inquired about how the Project will impact water for the Sharondale community.	EIR Section 3.0 (Project Description) and EIR

Table 1-1 Summary of NOP and Scoping Meeting Comments

Commenter	Date	Comment(s)	Location in EIR Where Comment(s) Addressed
		• Requested information about the aquifer and aquifer depth. • Asked for information about water supply. • Inquired about the Project's hours of operation. • Identifies elderly residents and a childcare facility near the Project site, in the context of air quality concerns. • Identified that traffic on Singleton Road is heavy.	Subsections 4.3 (Air Quality), 4.10 (Hydrology & Water Quality), 4.17 (Transportation) and 4.19 (Utilities & Service Systems)
Mary Dvorak	8/9/2023	• Expressed concerns related to traffic, noise, air quality and sensitive receptors.	EIR Subsections 4.3 (Air Quality), 4.13 (Noise), and 4.17 (Transportation)
Renee Kanoti	8/13/2023	• Expressed concerns related to traffic, noise, air quality, aesthetics, and sensitive receptors.	EIR Subsections 4.1 (Aesthetics), 4.3 (Air Quality), 4.13 (Noise), and 4.17 (Transportation)
Sage Porter	8/13/2023	• Expressed concerns related to traffic, air quality, and aesthetics. • Suggested the Project site be developed with a micro-hospital	EIR Subsections 4.1 (Aesthetics), 4.3 (Air Quality), and 4.17 (Transportation) EIR Section 6.0 (Alternatives)
Center for Community Action and Environmental Justice (CCAEJ)	8/14/2023	• Expressed concerns related to air quality, sensitive receptors, traffic safety, and noise.	EIR Subsections 4.3 (Air Quality), 4.13 (Noise), and 4.17 (Transportation)
Danae Delaney	8/14/2023	• Requested information regarding the structure associated with the address 9950 Calimesa Boulevard, Calimesa CA 92320. • Requested a study on the effects of diesel fumes with an inversion layer. • Expressed concerns related to sensitive receptors and air quality. • Inquired about how long trucks will be allowed to idle and who would be monitoring. • Requested a study of how much pollutant would be emitted and how the pollutants would affect the surrounding residents. • Requested data related to emergency response times. • Requested cumulative impacts be analyzed. • Expressed concerns related to aesthetics.	EIR Subsections 4.1 (Aesthetics), 4.3 (Air Quality), 4.5 (Cultural Resources), 4.9 (Hazards and Hazardous Materials) EIR Subsections 4.1 through 4.20
Debra Le Long	8/14/2023	• Inquired about impacts on the existing aquifer located beneath the Project site and water supply during drought.	EIR Subsections 4.3 (Air Quality), 4.10 (Hydrology

Table 1-1 Summary of NOP and Scoping Meeting Comments

Commenter	Date	Comment(s)	Location in EIR Where Comment(s) Addressed
		• Inquired about noise impacts on the existing sensitive receptor related to the proposed truck & trailer parking component of the Project. • Requested that the EIR provide a cumulative analysis related to air quality impacts. • Requested that the EIR analyze diesel impacts on sensitive receptors.	and Water Quality), and 4.13 (Noise)
Malulani Beale	8/14/2023	• Expressed concern related to air quality, noise, water quality, aesthetics, and traffic. • Requested that the Project's studies are human based.	EIR Subsections 4.1 (Aesthetics), 4.3 (Air Quality), 4.10 (Hydrology and Water Quality), 4.13 (Noise), and 4.17 (Transportation)
Malulani Beale	8/14/2023	• Requested that the Project's air quality study is based on human studies and is modeled at different times of the day.	EIR Subsection 4.3 (Air Quality)
Riverside County Sheriff	8/14/2023	• Expressed concerns related to traffic and public services.	Subsection 4.15 (Public Service) and 4.17 (Transportation)
California Air Resources Board (CARB)	8/17/2023	• Expressed concerns related to health impacts of sensitive receptors associated with the construction and operation of the Project. • Requested that the EIR quantify and analyze potential cancer risks related to Project operation. • Requested that the EIR discuss the potential cancer risks related to Project construction. • Expressed concerns related to greenhouse gas emissions. • Requested that the EIR include applicable mitigation measures listed in Attachment A (Recommended Air Pollution Emissions Reduction Measures for Warehouses and Distribution Centers) of the CARB letter.	EIR Subsections 4.3 (Air Quality) and 4.8 (Greenhouse Gas Emissions)
Californians Allied for a Responsible Economy (CARE CA)	8/25/2023	• Requested that the EIR analyze all reasonably foreseeable uses. • Requested that the EIR study a combination of the five primary logistics-type uses on site. • Requested that the EIR disclose and analyze the Project's potential impacts to air quality and adopt best practices to mitigate them. • Requested that air models be based on actual emissions and use data from air quality monitors located at existing warehouses of similar scope and environmental setting. • Requested that the EIR include a mobile source Health Risk Assessment	EIR Subsections 4.3 (Air Quality) and 4.8 (Greenhouse Gas Emissions) EIR Section 6.0 (Alternatives)

Table 1-1 Summary of NOP and Scoping Meeting Comments

Commenter	Date	Comment(s)	Location in EIR Where Comment(s) Addressed
		• Requested that the significance of air quality impacts be consistent with current epidemiological studies regarding the effects of pollution and environmental stress. • Suggested that the EIR utilize Earthjustice group's net zero emission model to analyze the Project's GHG emissions. • Requested that the EIR include a detailed discussion of the Project Applicant's plan to off-set Project GHG emissions. • Requested that any measures to address climate change be considered. • Identified that mitigation measures must be effective and enforceable. • Requested that the EIR include measures that limit vehicle idling to under 3 minutes.	
James Wright	9/7/2023	• Expressed concerns related to air quality, hazards, land use and planning, transportation, water quality, biological resources, noise impacts, fire.	EIR Subsections 4.3 (Air Quality), 4.4 (Biological Resources), 4.9 (Hazards and Hazardous Materials), 4.10 (Hydrology and Water Quality), 4.11 (Land Use and Planning), 4.13 (Noise), 4.17 (Transportation) and 4.20 (Wildfire)
Ron Roy	9/8/2023	• Expressed concerns related to geology and soils, fire, energy, hydrology, aesthetics, traffic, land use and planning, and air quality. • Identified alternative land uses for the Project site. • Requested that the EIR incorporate mitigation measures from recent settlements including the 2021 Warehouse Logistics Center Development.	EIR Subsections 4.1 (Aesthetics), 4.3 (Air Quality), 4.6 (Energy), 4.7 (Geology and Soils), 4.10 (Hydrology and Water Quality), 4.11 (Land Use and Planning), 4.13 (Noise) and 4.20 (Wildfire) EIR Section 6.0 (Alternatives)
Danae Delaney	9/11/2023	• Provided a link to an article related to particulate matter and health impacts.	EIR Subsection 4.3 (Air Quality)
David Zaitz	9/11/2023	• Inquired about the distance diesel particulate matter would travel from the Project site before it is 80% disbursed and 100% disbursed. • Inquired about the impacts of the Project if docks facing sensitive receptors are removed.	EIR Subsections 4.1 (Aesthetics),4.3 (Air Quality), and 4.13 (Noise) EIR Section 6.0 (Alternatives)

Table 1-1 Summary of NOP and Scoping Meeting Comments

Commenter	Date	Comment(s)	Location in EIR Where Comment(s) Addressed
		• Inquired about the distance between truck traffic and existing homes. • Inquired about impacts related to aesthetics noise, and air quality on nearby sensitive receptors. • Inquired about a "by-right" development at the Project site. • Inquired about a "residential" development at the Project site.	
July 24, 2023, Scoping Meeting Comments			
David Zaitz	7/24/2023	• Expressed concerns related to diesel particulate matter dispersion. • Expressed concerns related to truck activity distances from sensitive receptors. • Expressed concerns related to nighttime noise impacts on sensitive receptors. • Suggested that the Project's proposed parking lots be covered and include an air purification system. • Inquired about the Project's references. • Requested that the EIR provide an alternative that analyzes a Project configuration that keeps trucking activities 500 feet away from nearby sensitive receptors. • Requested that the EIR provide an alternative that analyzes a "By-Right Project."	EIR Subsections 4.3 (Air Quality) and 4.13 (Noise), and EIR Sections 6.0 (Alternatives) and 7.0 (References)
Rancho Calimesa Residents	7/24/2023	• Expressed concerns related to property line distance of the Project site to nearby sensitive receptors. • Expressed concerns related to cumulative impacts related to truck traffic, air quality, and greenhouse gas emissions from other existing and planned warehouse projects. • Expressed concerns related to truck idling and queuing. • Expressed concerns related to particulate pollution and health effects. • Inquired about the method of analysis used for the Project's air quality study. • Inquired about the method of analysis of the Project's truck traffic and truck idling. • Inquired about the method of analysis used for the Project's noise study. • Requested consideration of 1,000 feet setback from sensitive receptors. • Expressed concerns related to water runoff and water quality of runoff. • Inquired about the method of study of the Project's impacts on surface water quality and groundwater quality.	EIR Sections 3.0 (Project Description) and 4.0 (Environmental Analysis), EIR Subsections 4.1 (Aesthetics), 4.3 (Air Quality), 4.6 (Energy), 4.8 (Greenhouse Gas Emissions), 4.10 (Hydrology & Water Quality) 4.17 (Transportation) and EIR Technical Appendices B, C, I, and M

Table 1-1 Summary of NOP and Scoping Meeting Comments

Commenter	Date	Comment(s)	Location in EIR Where Comment(s) Addressed
		• Expressed concerns related to light pollution. • Requested that the Project technical studies use the most conservative method of analysis. • Identified a proposed residential project in the City of Calimesa for cumulative effects consideration. • Expressed concerns related to electrification of vehicles and inquired about the method of study.	
Rhonda Spencer-Hwang	7/24/2023	• Inquired about the data utilized in the Project's air quality study. • Expressed concerns related to cumulative impacts on nearby sensitive receptors. • Expressed concerns related to diesel particulate matter dispersion. • Expressed concerns related to health effects related to impacts from diesel particulate matter. • Expressed concerns related to health of sensitive receptors. • Expressed concerns related to proposed hours of operation.	EIR Section 3.0 (Project Description), EIR Subsection 4.3 (Air Quality), and Technical Appendices B, C, and I
James Wright	7/24/2023	• Expressed concerns related to land use. • Expressed concerns related to health risks to nearby sensitive receptors.	EIR Subsections 4.3 (Air Quality) and 4.11 (Land Use & Planning)
Ron Roy	7/24/2023	• Inquired about future tenants. • Inquired about refrigerated truck use. • Inquired about a Project alternative that includes a Project configuration with the proposed parking lots located along Calimesa Boulevard.	EIR Sections 3.0 (Project Description) and 6.0 (Alternatives) and EIR Subsection 4.3 (Air Quality)
Marlene Davis	7/24/2023	• Expressed concerns about the Project site's distance to nearby sensitive receptors. • Expressed concerns related to truck idling time enforcement. • Expressed concerns related to water quality.	EIR Subsection 4.3 (Air Quality) and 4.10 (Hydrology & Water Quality)
Debbie	7/24/2023	• Expressed concerns related to air quality. • Expressed concerns related to Project impacts on groundwater.	EIR Subsection 4.3 (Air Quality) and 4.10 (Hydrology & Water Quality)
DJ	7/24/2023	• Inquired about the number of parking spaces verses loading docks.	EIR Section 3.0 (Project Description)
Robert	7/24/2023	• Expressed concerns related to 24-hour, 7 day a week operation of the Project and associated truck emissions. • Requested that an analysis of in-bound truck traffic be included in the EIR.	EIR Subsection 4.3 (Air Quality) and 4.17 (Transportation)

Table 1-1 Summary of NOP and Scoping Meeting Comments

Commenter	Date	Comment(s)	Location in EIR Where Comment(s) Addressed
Blake Ferris	7/24/2023	• Inquired about previous NOP and scoping meeting comments. • Inquired if the Project would address the City's proposed plans of installing a roundabout at Singleton Road and Calimesa Boulevard.	EIR Sections 1.0 (Introduction) and 3.0 (Project Description) and EIR Subsection 4.17 (Transportation)

1.4.2 Content and Organization of this EIR

This EIR contains all of the information required to be included in an EIR as specified by the CEQA Statutes and Guidelines (California Public Resources Code, § 21000 et. seq. and California Code of Regulations (CCR), Title 14, Chapter 5). This EIR is organized in the following manner:

- **Section S.0, Executive Summary,** provides an overview of the EIR document and CEQA process. The Project and its objectives are described, and the location and regional setting of the Project site is documented. In addition, the Executive Summary discloses potential areas of controversy related to the Project, including those issues identified by other agencies and the public, and identifies potential alternatives to the proposed Project that would reduce or avoid significant impacts, as required by CEQA. Finally, the Executive Summary provides a summary of the Project's impacts, mitigation measures, and conclusions, in a table that forms the basis of the EIR's Mitigation, Monitoring, and Reporting Program (MMRP).
- **Section 1.0, Introduction,** provides introductory information about the CEQA process and the responsibilities of the City, serving as the Lead Agency for this EIR; a brief description of the Project; the purpose of this EIR; applications proposed by the Project Applicant that would require discretionary City approvals; permits and approvals required by other agencies; and an overview of the EIR format.
- **Section 2.0, Environmental Setting,** describes the environmental setting, including an overview of the regional and local setting, as well as descriptions of the Project site's physical conditions and surrounding context. The existing setting is defined as the condition of the Project site and surrounding area at the approximate date this EIR's NOP was released for public review on December 12, 2022. The setting discussion also addresses the relevant regional planning documents that apply to the Project site and vicinity.
- **Section 3.0, Project Description,** serves as the EIR's Project Description for purposes of CEQA and contains a level of specificity commensurate with the level of detail proposed by the Project, including the summary requirements pursuant to CEQA Guidelines § 15123. This section provides a detailed description of the Project, including its purpose and main objectives; design features; landscaping; site drainage; utilities; grading and construction characteristics; and operational characteristics expected over the Project's lifetime. In addition, the discretionary actions required of the City and other government agencies to implement the Project are discussed.

- **Section 4.0, Environmental Analysis,** provides an analysis of the potential direct, indirect, and cumulative impacts that may occur from implementing the proposed Project. The topics analyzed in this section include the topics summarized above under subsection 1.4.1. A conclusion concerning significance is reached for each discussion, and mitigation measures are presented as warranted. The environmental changes identified in Section 4.0 and throughout this EIR are referred to as "effects" or "impacts" interchangeably. The CEQA Guidelines also describe the terms "effects" and "impacts" as being synonymous (CEQA Guidelines § 15358).

  In the environmental analysis subsections of Section 4.0, the existing conditions are disclosed that are pertinent to the subject area being analyzed, accompanied by a specific analysis of physical impacts that may be caused by implementing the proposed Project. Impacts are evaluated on a direct, indirect, and cumulative basis. Direct impacts are those that would occur directly as a result of the proposed Project. Indirect impacts represent secondary effects that would result from Project implementation. Cumulative effects are defined in CEQA Guidelines § 15355 as "…two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts."

  The analyses in Section 4.0 are based in part upon technical reports that are appended to this EIR. Information also is drawn from other sources of analytical materials that directly or indirectly relate to the proposed Project and are cited in Section 7.0, *References*. Where the analysis demonstrates that a physical adverse environmental effect may or would occur without undue speculation, feasible mitigation measures are recommended to reduce or avoid the significant effect. Mitigation measures must be fully enforceable, have an essential nexus to a legitimate governmental interest, and be "roughly proportional" to the impacts of the Project. The discussion then indicates whether the identified mitigation measures would reduce impacts to below a level of significance. In most cases, implementation of the mitigation measures would reduce the adverse environmental impacts to below a level of significance. If mitigation measures are not available or feasible to reduce an identified impact to below a level of significance, the environmental effect is identified as a significant and unavoidable adverse impact, for which a Statement of Overriding Considerations (SOC) would need to be adopted by the City pursuant to CEQA Guidelines § 15093.

- **Section 5.0, Other CEQA Considerations,** includes specific topics that are required by CEQA. These include a summary of the Project's significant and unavoidable environmental effects, a discussion of the significant and irreversible environmental changes that would occur should the Project be implemented, as well as potential growth-inducing impacts of the proposed Project. Section 5.0 also includes a discussion of the potential environmental effects that were found not to be significant during the preparation of this EIR.

- **Section 6.0, Project Alternatives,** describes and evaluates alternatives to the proposed Project that could reduce or avoid the Project's adverse environmental effects. CEQA does not require an EIR to consider every conceivable alternative to the Project but rather to consider a reasonable range of alternatives that will foster informed decision making and public participation. A range of three (3) alternatives is presented in Section 6.0.

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

CEQA requires that an EIR contain, at a minimum, certain specified content. Table 1-2, *Location of CEQA Required Topics*, provides a quick reference in locating the CEQA-required sections within this document.

Table 1-2 Location of CEQA Required Topics

CEQA Required Topic	CEQA Guidelines Reference	Location in this EIR
Table of Contents	§ 15122	Table of Contents
Summary	§ 15123	Section S.0
Project Description	§ 15124	Section 3.0
Environmental Setting	§ 15125	Section 2.0
Consideration and Discussion of Environmental Impacts	§ 15126	Section 4.0
Significant Environmental Effects Which Cannot be Avoided if the Proposed Project is Implemented	§ 15126.2(b)	Section 4.0 & Subsection 5.1
Significant Irreversible Environmental Impacts Which Would be Involved in the Proposed Action Should it be Implemented	§ 15126.2(c)	Subsection 5.2
Growth-Inducing Impacts of the Proposed Project	§ 15126.2(d)	Subsection 5.3
Consideration and Discussion of Mitigation Measures Proposed to Minimize Significant Effects	§ 15126.4	Section 4.0 & Table S-1
Consideration and Discussion of Alternatives to the Proposed Project	§ 15126.6	Section 6.0
Effects Not Found to be Significant	§ 15128	Subsection 5.4
Organizations and Persons Consulted	§ 15129	Section 7.0 & Technical Appendices
Discussion of Cumulative Impacts	§ 15130	Section 4.0
Energy Conservation	Appendices F and G	Subsection 4.6

The detailed technical studies, reports, and supporting documentation that were used in preparing this EIR are bound separately as Technical Appendices. The Technical Appendices are available for review at the City of Calimesa Planning Division, 908 Park Avenue, Calimesa, CA 92320, during the City's regular business hours. The individual technical studies, reports, and supporting documentation that comprise the Technical Appendices are as follows:

A.1: NOP and Written Comments on the NOP (Current Project)
A.2: NOP and Written Comments on the NOP (Prior Version of Project)
B: LESA Model
C: Air Quality Impact Analysis
D: Health Risk Assessment
E.1: Biological Resources Assessment
E.2: MSHCP Consistency Analysis

E.3: Jurisdictional Delineation
E.4 Tree Survey
E.5 DBESP
E.6 Bat Survey
F: Cultural Resources Assessment
G: Energy Analysis
H: Geotechnical Investigation
I: Paleontological Resources Assessment
J: Greenhouse Gas Analysis
K.1: Phase I Environmental Site Assessment (ESA)
K.2: Phase II ESA
K.3: Phase I and Phase II ESA Update Letter
L.1: Water Quality Management Plan – Building 1
L.2: Water Quality Management Plan – Building 2
L.3: Water Quality Management Plan – Building 3
L.4: Water Quality Management Plan – Building 4
L.5: Water Quality Management Plan – Trailer Lot 1
L.6: Water Quality Management Plan – Trailer Lot 2
M.1: Drainage Study – Building 1
M.2: Drainage Study – Building 2
M.3: Drainage Study – Building 3
M.4: Drainage Study – Building 4
M.5: Drainage Study – Trailer Lot 1
M.6: Drainage Study – Trailer Lot 2
M.7: Drainage Study – Overall Project site
N: Noise and Vibration Analysis
O.1: Vehicle Miles Traveled (VMT) Analysis
O.2: Supplemental VMT Analysis
P: Traffic Analysis
Q.1: Fire Protection Plan
Q.2: Wildfire Evacuation Plan
R: Water Supply Assessment
S: Proposed Oak Valley North Specific Plan

Other reference sources that are incorporated into this EIR by reference are listed in Section 7.0, *References*, of this EIR. In most cases, documents or websites not included in the EIR's Technical Appendices are cited by a link to the online location where the document/website can be viewed by the public. All references relied upon by this EIR are included as part of City of Calimesa's Administrative Record pertaining to the proposed Project.

1.4.3 Incorporation by Reference

CEQA Guidelines § 15147 states that the "information contained in an EIR shall include summarized… information sufficient to permit full assessment of significant environmental impacts by reviewing agencies and members of the public," and that the "placement of highly technical and specialized analysis and data in the body of an EIR shall be avoided." CEQA Guidelines § 15150 allows for the incorporation "by reference all or portions of another document… [and is] most appropriate for including long, descriptive, or technical materials that provide general background but do not contribute directly to the analysis of a problem at hand." The purpose of incorporation by reference is to assist the Lead Agency in limiting the length of this EIR. Where this EIR incorporates a document by reference, the document is identified in the body of the EIR, citing the appropriate section(s) of the incorporated document and describing the relationship between the incorporated part of the referenced document and this EIR. Reference sources referenced by this EIR are listed in EIR Section 7.0, *References*.

1.5 Responsible and Trustee Agencies

The California Public Resources Code (§ 21104) requires that all EIRs be reviewed by responsible and trustee agencies (see also CEQA Guidelines §§ 15082 and 15086[a]). As defined by CEQA Guidelines § 15381, "the term 'Responsible Agency' includes all public agencies other than the Lead Agency which have discretionary approval power over the project." A Trustee Agency is defined in CEQA Guidelines § 15386 as "a state agency having jurisdiction by law over natural resources affected by a project which are held in trust for the people of the State of California." The Project would require approval by the following agencies:

- California Department of Fish and Wildlife (CDFW) is a Trustee Agency and Responsible Agency for approval of a Streambed Alteration Agreement pursuant to § 1602 for any impacts to areas determined to be under the jurisdiction of the CDFW.
- The Santa Ana Regional Water Quality Control Board (RWQCB) is a Responsible Agency responsible for issuance of a Construction Activity General Construction Permit and National Pollutant Discharge Elimination System (NPDES) Permit to ensure that on-site water flows do not result in siltation, other erosional effects, or degradation of surface or subsurface water quality. The Santa Ana RWQCB also would be responsible for issuing Waste Discharge Requirements (WDRs) for Project impacts to Santa Ana RWQCB jurisdictional areas pursuant to § 401 of the Clean Water Act (CWA).
- The South Coast Air Quality Management District (SCAQMD) is a Responsible Agency for issuance of permits and approvals associated with operation of stationary equipment, if any equipment is proposed that requires permitting.
- Local Agency Formation Commission (LAFCO) is a Responsible Agency for approval of annexation of portions of the Project site into the YVWD service area.
- The Yucaipa Valley Water District (YVWD) is a Responsible Agency for approval of the Project's proposed water and sewer connections and improvements and for the acceptance of annexation of portions of the Project site into the YVWD service area boundaries.

- Southern California Edison (SCE) is a Responsible Agency for approval of the Project's proposed removal of existing overhead powerlines and undergrounding of the existing overhead powerlines abutting the Project site.

There are no other known Trustee Agencies or Responsible Agencies identified for the Project. Regardless, this EIR can be used by any Trustee Agency or Responsible Agency, whether identified in this EIR or not, as part of their decision-making processes in relation to the proposed Project.

1.6 Areas of Controversy

Substantive issues raised in response to the NOP were previously summarized in Table 1-1. The purpose of this table is to present the primary environmental issues of concern raised by public agencies and the general public during the NOP review period. The table is not intended to list every comment received by the City during the NOP review period. Regardless of whether or not a comment is listed in the table, all applicable comments received in responses to the NOP are addressed in this EIR. Based on comments received during the NOP review period, concerns were raised regarding potential impacts related to aesthetics, air quality, biological resources, cultural resources, noise, transportation, tribal cultural resource, utilities and service systems, and wildfire. No other areas of controversy were identified as part of the NOP process, beyond comments regarding the Project's potential environmental effects.

1.7 Issues to be Resolved by the Decision-Making Body

The primary issues to be resolved by the decision-making body for the proposed Project involve the Project's significant and unavoidable impacts in the issue areas of air quality, greenhouse gas emissions, and transportation. The City of Calimesa City Council will evaluate whether the mitigation measures proposed to reduce the Project's unavoidable impacts adequately reduce Project impacts to the maximum feasible extent. The City Council also will make a determination as to whether the Project's benefits outweigh the adverse environmental effects in support of adopting a SOC pursuant to CEQA Guidelines § 15093. Finally, the City Council will decide whether to approve one of the Project alternatives in lieu of the proposed Project, if it is determined that one of the alternatives is feasible and its approval would serve to substantially reduce or avoid significant environmental impacts.

2.0 Environmental Setting

This EIR Section 2.0 was prepared pursuant to CEQA Guidelines § 15125(a) and includes a description of the proposed Project site's environmental setting as it existed at the time the Notice of Preparation (NOP) was published for this EIR (July 2023). This Section provides a brief overview of resources on and surrounding the Project site; additional detail regarding existing conditions for individual issue areas (e.g., biology, geology, etc.) is provided within the appropriate subsection headings within Section 4.0, *Environmental Analysis*, of this EIR.

2.1 Regional Setting and Location

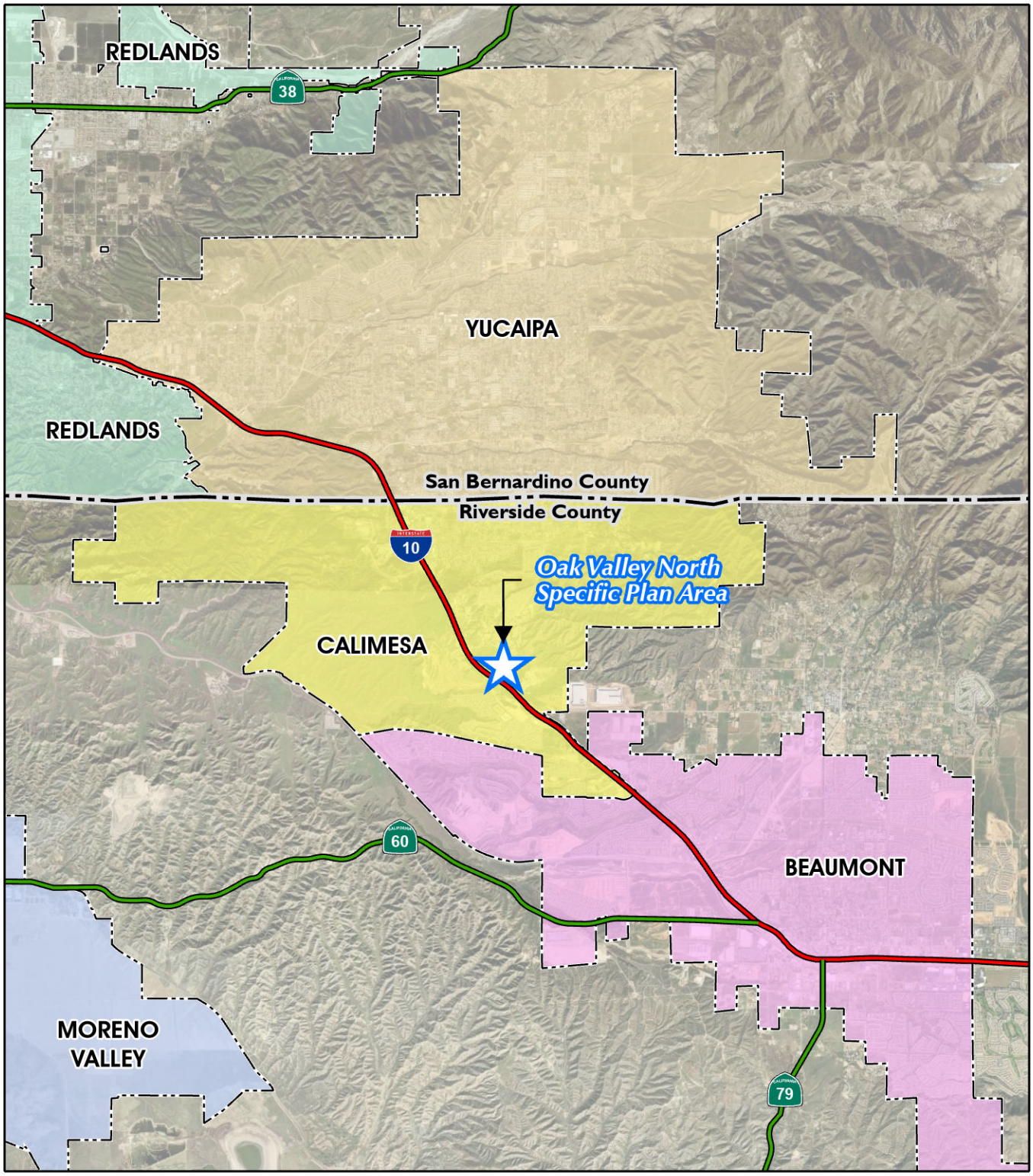
The approximately 110.2-acre Project site is within the City of Calimesa, Riverside County, California. Figure 2-1, *Regional Map*, depicts the Project site's location within the regional vicinity. As shown, Riverside County abuts San Bernardino County to the north; Orange County to the west; and San Diego and Imperial Counties to the south. As of 2023, the California Department of Finance (DOF) estimated that Riverside County as a whole had a population of 2,439,234 (DOF, 2023). In 2016, the Southern California Association of Governments (SCAG) estimated that the population within the SCAG region, which includes Riverside County, will increase from a population of 18.8 million to a population of 22.5 million by 2045 (SCAG, 2020, Demographics and Growth Forecast Technical Appendix, pp. 39-40).

2.2 Local Setting and Location

The Project site is located within the southern portion of the City of Calimesa. The City of Calimesa is bordered to the north by the cities of Yucaipa and Redlands, to the east and west by unincorporated Riverside County, and to the south by the City of Beaumont. Specifically, as shown in Figure 2-2, *Vicinity Map*, the Project site is located northeast of Interstate 10 (I-10) and Calimesa Boulevard, southeast of Singleton Road, and southwest of Beckwith Avenue. The Project site encompasses the following eight (8) Assessor Parcel Numbers (APNs) 413-260-018; 413-280-016, -018, -021, -030, -036, -037, and -043. The Project site is in the southern half of Section 24 and the northern half of Section 25, Township 2 South, Range 2 West, San Bernardino Baseline and Meridian. As of 2018, SCAG estimated that the City of Calimesa had a population of 8,876 (SCAG, 2019, p. 3).

The census tract containing the Project site (Census Tract 6065043811) is ranked by the State, based on data collected in 2015-2021, as being in the 23rd percentile for pollution burden, which, based on the Census Tract's demographic characteristics results in the Office of Environmental Health Hazard Assessment (OEHHA) ranking the area in the 29th percentile of communities that are disproportionately burdened by multiple sources of pollution (OEHHA, 2023).

OEHHA's California Communities Environmental Health Screening Tool: CalEnviroScreen 4.0, is a screening methodology that the State uses to identify California communities that are disproportionately burdened by multiple sources of pollution, based on 2015-2021 data. The CalEnviroScreen 4.0 indicators for the Project site's Census Tract are shown in Table 2-1, *CalEnviroScreen Indicators for Census Tract 6065044505*.

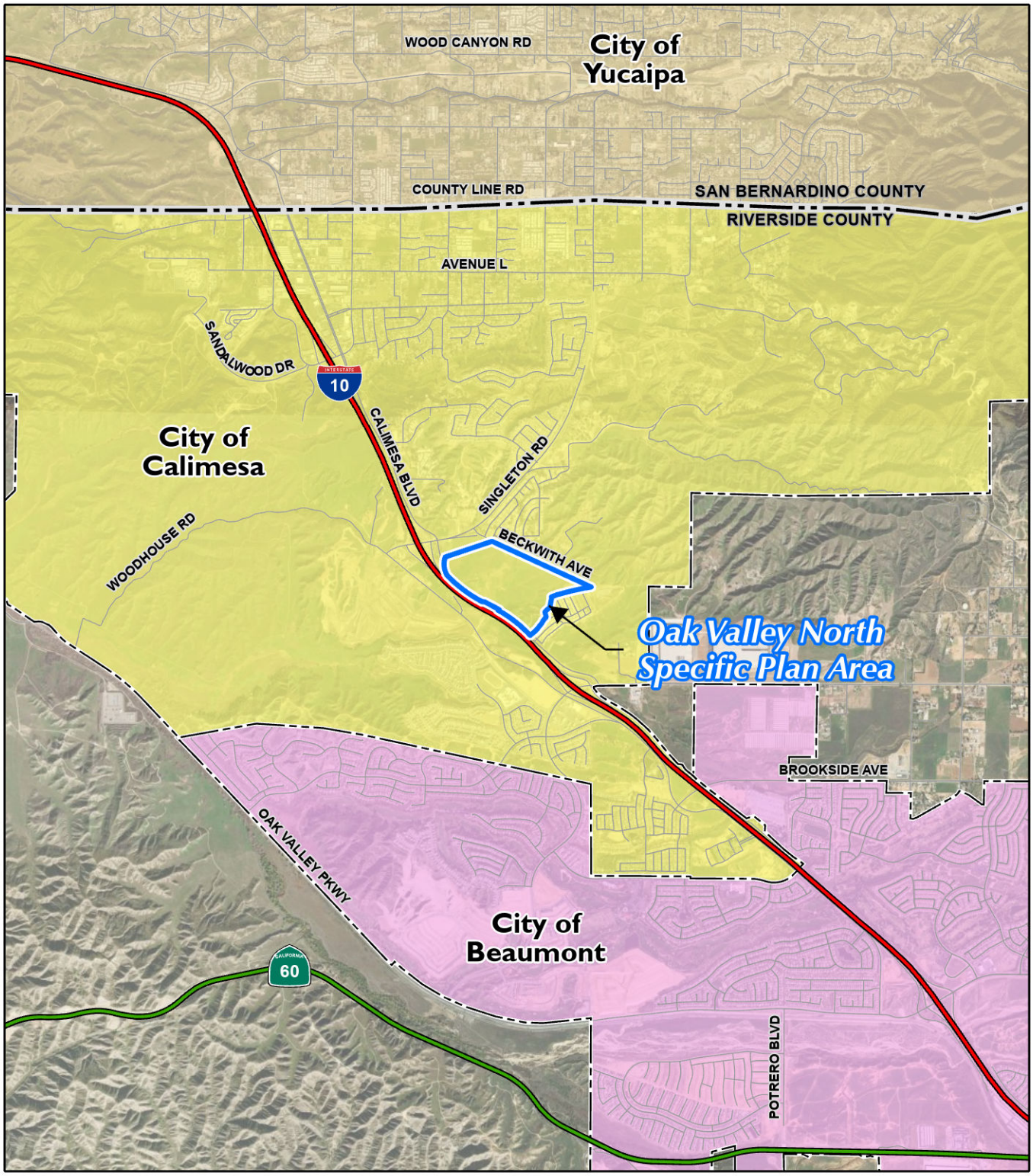


Source(s): ESRI, SB County (2022), RCIT (2022)

Figure 2-1

0 2,250 4,500 9,000
Feet

Regional Map



Source(s): ESRI, SB County (2022), RCIT (2022)

0 1,000 2,000 4,000 Feet

Figure 2-2

Vicinity Map

Table 2-1 CalEnviroScreen Indicators for Census Tract 6065044505

Indicator	% Burden	Indicator	% Burden
Exposures		**Sensitive Populations**	
Ozone:	99	Asthma	45
PM 2.5:	44	Low Birth Weight	18
Diesel PM:	19	Cardiovascular Disease	76
Pesticides:	0	**Socioeconomic Factors**	
Toxic Releases:	40	Education	33
Traffic:	65	Linguistic Isolation	2
Drinking Water Contaminants:	61	Poverty	46
Lead in Housing:	16	Unemployment	69
Environmental Effects		Housing Burden	20
Cleanup Sites:	0		
Groundwater Threats:	0		
Hazardous Waste:	0		
Impaired Water:	0		
Solid Waste:	53		

Source: (OEHHA, 2023)

Exposure indicators are based on measurements of different types of pollution that people may come into contact with. Environmental effects indicators are based on the locations of toxic chemicals in or near communities. Sensitive population indicators measure the number of people in a community who may be more severely affected by pollution because of their age or health. Socioeconomic factor indicators are conditions that may increase people's stress or make healthy living difficult and cause them to be more sensitive to pollution's effects. As indicated in Table 2-1, for the Project site's Census Tract, the highest environmental exposures (over 80%) are from ozone (O_3). None of the population or socioeconomic factors within the Project's census tract exceed 80%. (OEHHA, 2023)

The Project site is not located in a SB 535 Disadvantaged Community identified by the California Environmental Protection Agency (CalEPA) (CalEPA, 2022).

2.3 SURROUNDING LAND USES AND DEVELOPMENT

Land uses in the immediate vicinity of the Project site are illustrated on Figure 2-3, *Surrounding Land Uses and Development*, Surrounding Land Uses and Development and are described below.

- Northwest: To the immediate northwest of the Project site are Calimesa Boulevard and Singleton Road. To the northwest of Singleton Road are single-family residences, undeveloped/vacant land, and schools, which include the Early Learning Academy (approximately 0.1-mile north) and Monty's Montessori Academy (approximately 0.25-mile north).

Source(s): ESRI, RCTLMA (2022)

Figure 2-3

Surrounding Land Uses and Development

- Northeast: To the immediate northeast of the Project site is Beckwith Avenue, beyond which are single-family residences, undeveloped/vacant land, and open space.
- Southeast: To the immediate southeast of the Project site are undeveloped/vacant land and a mobile home park (Rancho Calimesa Mobile Home Park). Further southeast are Calimesa Boulevard, vacant lots, single-family residences, and Cherry Valley Boulevard.
- Southwest: To the immediate southwest of the Project site is Calimesa Boulevard, a Yucaipa Water District lift station, and undeveloped/vacant land. Further southwest, on the opposite side of Calimesa Boulevard, is I-10, beyond which is undeveloped/vacant land with a single-family residential community occurring further to the southwest.

2.4 PLANNING CONTEXT

CEQA Guidelines § 15125(d) requires that EIRs identify the general plans and regional plans that are applicable to the project under evaluation and recognize potential inconsistencies. Plans that are applicable to the Project evaluated herein are summarized below, with additional information provided in the applicable resource discussions in Section 4.0, *Environmental Analysis*.

2.4.1 SCAG REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (RTP/SCS)

SCAG is a regional agency established pursuant to California Government Code § 6500, also referred to as the Joint Powers Authority law. SCAG is designated as a Council of Governments (COG), a Regional Transportation Planning Agency (RTPA), and a Metropolitan Planning Organization (MPO). The Project site is within SCAG's regional authority. On September 3, 2020, SCAG's Regional Council approved and adopted the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy ("Connect SoCal"). Connect SoCal is the applicable Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) for the Project. The goals of Connect SoCal are to: 1) Encourage regional economic prosperity and global competitiveness; 2) Improve mobility, accessibility, reliability, and travel safety for people and goods; 3) Enhance the preservation, security, and resilience of the regional transportation system; 4) Increase person and goods movement and travel choices within the transportation system; 5) Reduce greenhouse gas emissions and improve air quality; 6) Support healthy and equitable communities; 7) Adapt to a changing climate and support an integrated regional development pattern and transportation network; 8) Leverage new transportation technologies and data-driven solutions that result in more efficient travel; 9) Encourage development of diverse housing types in areas that are supported by multiple transportation options; 10) Promote conservation of natural and agricultural lands and restoration of habitats. Performance measures and funding strategies also are included to ensure that the adopted goals are achieved through implementation of the RTP. (SCAG, 2020)

2.4.2 SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT AIR QUALITY MANAGEMENT PLAN

Currently, the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) are exceeded in most parts of the South Coast Air Basin (SCAB). In response, and in conformance with California Health and Safety Code § 40702 et seq. and the California Clean Air Act, the South Coast Air Quality Management District (SCAQMD) has adopted a series of Air Quality Management Plans (AQMPs) to meet the State and federal ambient air quality standards. AQMPs are updated regularly in

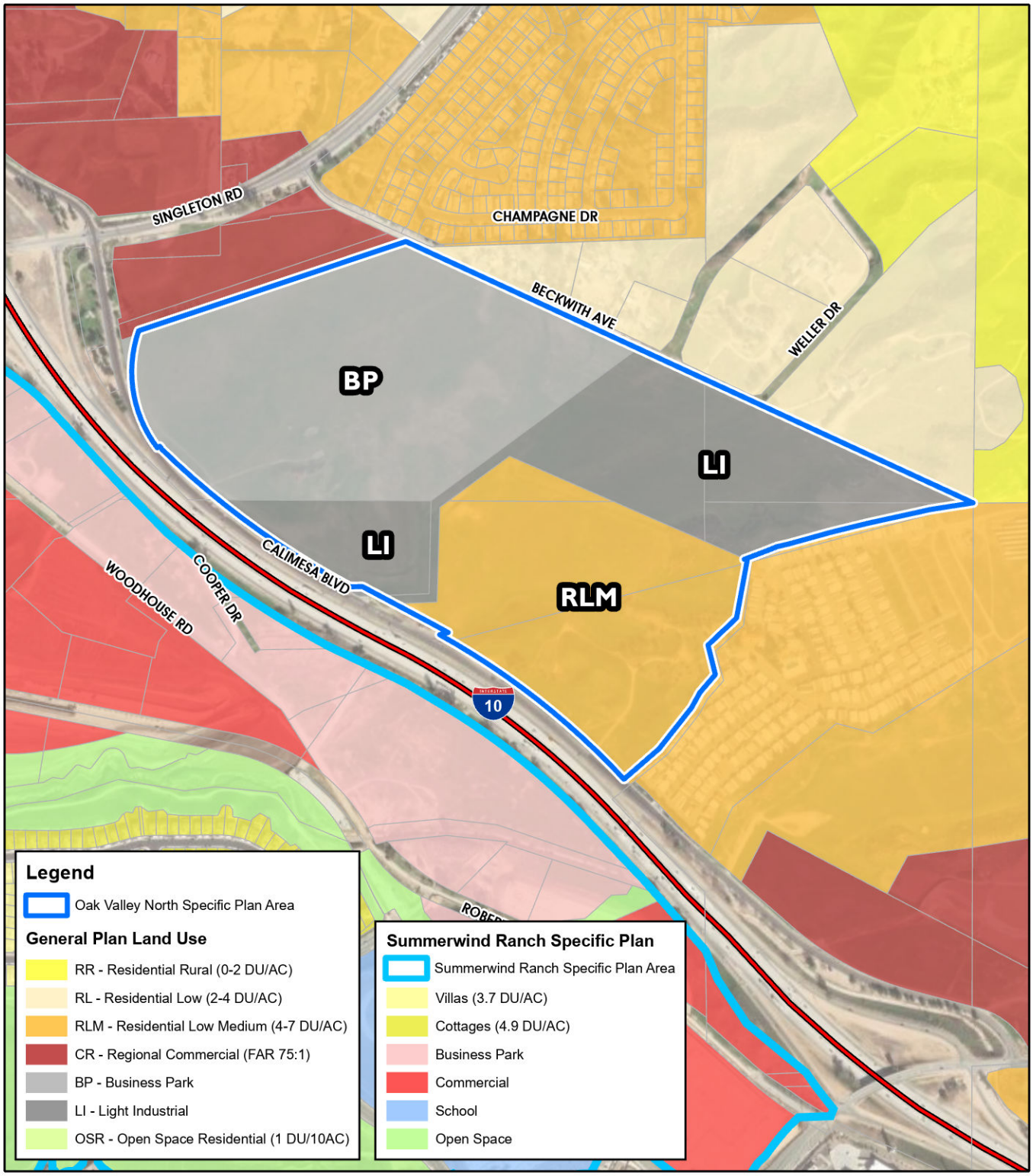
order to more effectively reduce emissions, accommodate growth, and to minimize any negative fiscal impacts of air pollution control on the economy. Each version of the plan is an update of the previous plan and has a 20-year horizon with a revised baseline. The most recent AQMP was adopted by the AQMD Governing Board on December 2, 2022 ("2022 AQMP"). The 2022 AQMP incorporates the latest scientific and technological information and planning assumptions, including Connect SoCal, which was in effect at the time the 2022 AQMP was adopted, as well as updated emission inventory methodologies for various source categories. The 2022 AQMP is based on assumptions provided by the EMission FACtor model (EMFAC) developed by the California Air Resources Board (CARB) for motor vehicle information and assumptions provided by SCAG for demographics. The air quality levels projected in the 2022 AQMP are based on the assumption that development associated with general plans, specific plans, residential projects, and wastewater facilities will be constructed in accordance with population growth projections identified by SCAG in Connect SoCal. The 2022 AQMP also assumes that such development projects will implement strategies to reduce emissions generated during the construction and operational phases of development. (SCAQMD, 2022)

2.4.3 City of Calimesa 2014 General Plan

The City of Calimesa's prevailing planning document is the City of Calimesa 2014 General Plan (General Plan), which was adopted August 4, 2014. The General Plan is the official policy framework guiding physical, social, and economic development in the City, as well as the City's own operations and decisions. The General Plan is a long-range guide for attaining the City's goals and serves as a basis for decision-making. The General Plan is used as the basis for standards for the development of public and private projects. (Calimesa, 2014, pp. 1-1 - 1-2)

As depicted on Figure 2-4, *Existing General Plan Land Use Map*, the General Plan designates the Project site for "Business Park (BP)," "Light Industrial (LI)" and "Residential Low Medium (RLM)." The "BP" land use designation provides for activities such as business/professional offices, light manufacturing, storage, warehousing/distribution, wholesaling, small-scale warehouse retail, service commercial services, and public uses at a floor area ratio (FAR) of up to 0.50. The "LI" land use designation accommodates industrial activities such as low-intensity packing, manufacturing, assembly of nonhazardous products and materials, and limited retail sales and services related to or supportive of manufacturing activity and employees, and allows for a FAR of up to 0.50. The "RLM" land use designation is characterized by single-family residential development on lots ranging from 6,000 to 10,000 square feet in size. The maximum building intensity allowed in the RLM designation is 4.1 to 7 dwelling units per acre (du/ac) and the maximum population density is 10 to 17 persons per acre. (Calimesa, 2014, Figure LU-1 and pp. 2-12 and 2-16)

As shown in Figure 2-4, the properties to the northwest of the Project site are designated as "Regional Commercial (CR)" and RLM; the properties to the northeast are designated as RLM, "Residential Low (RL)," and "Residential Rural (RR)"; the properties to the southeast are designated as RLM and CR; and the properties to the southwest of the Project site, on the opposite side of I-10, are within the Summerwind Ranch Specific Plan Area and are designated "Business Park," "Commercial," "Open Space," "School," "Cottages," and "Villas" (Calimesa, 2014, Figure LU-1).



Source(s): ESRI, City of Calimesa (2014), RCIT (2022)

Figure 2-4

Existing General Plan Land Use Map

2.4.4 City of Calimesa Zoning Code

The City of Calimesa Zoning Code is intended to serve the public health, safety, and welfare of the city by establishing zone districts within the boundaries of the City regulating land uses and imposing development standards. As shown on Figure 2-5, *Existing Zoning Districts*, under existing conditions the Project site is zoned "Business Park (B-P)," "Light Industrial (L-I)," and "Residential Low Medium (R-L-M)." The B-P Zone is intended to provide uses such as business and professional offices, light manufacturing, storage, warehousing/distribution, wholesaling, small-scale warehouse retail, service commercial services, public uses, churches, educational facilities, including public or private vocational schools (but excluding day care facilities and preschools), and certain public assembly uses. The L-I Zone is intended to accommodate industrial and other activities such as low-intensity packing, manufacturing, assembly of nonhazardous products and materials, limited retail sales and services related to or supportive of manufacturing activities and employees, churches, educational facilities, including public or private vocational schools (but excluding day care facilities and preschools), and certain public assembly uses. The R-L-M Zone is intended to provide for the development of small-lot single-family detached dwellings at a maximum intensity of seven du/ac and a minimum lot size of 6,000 square feet. (Calimesa, 2022)

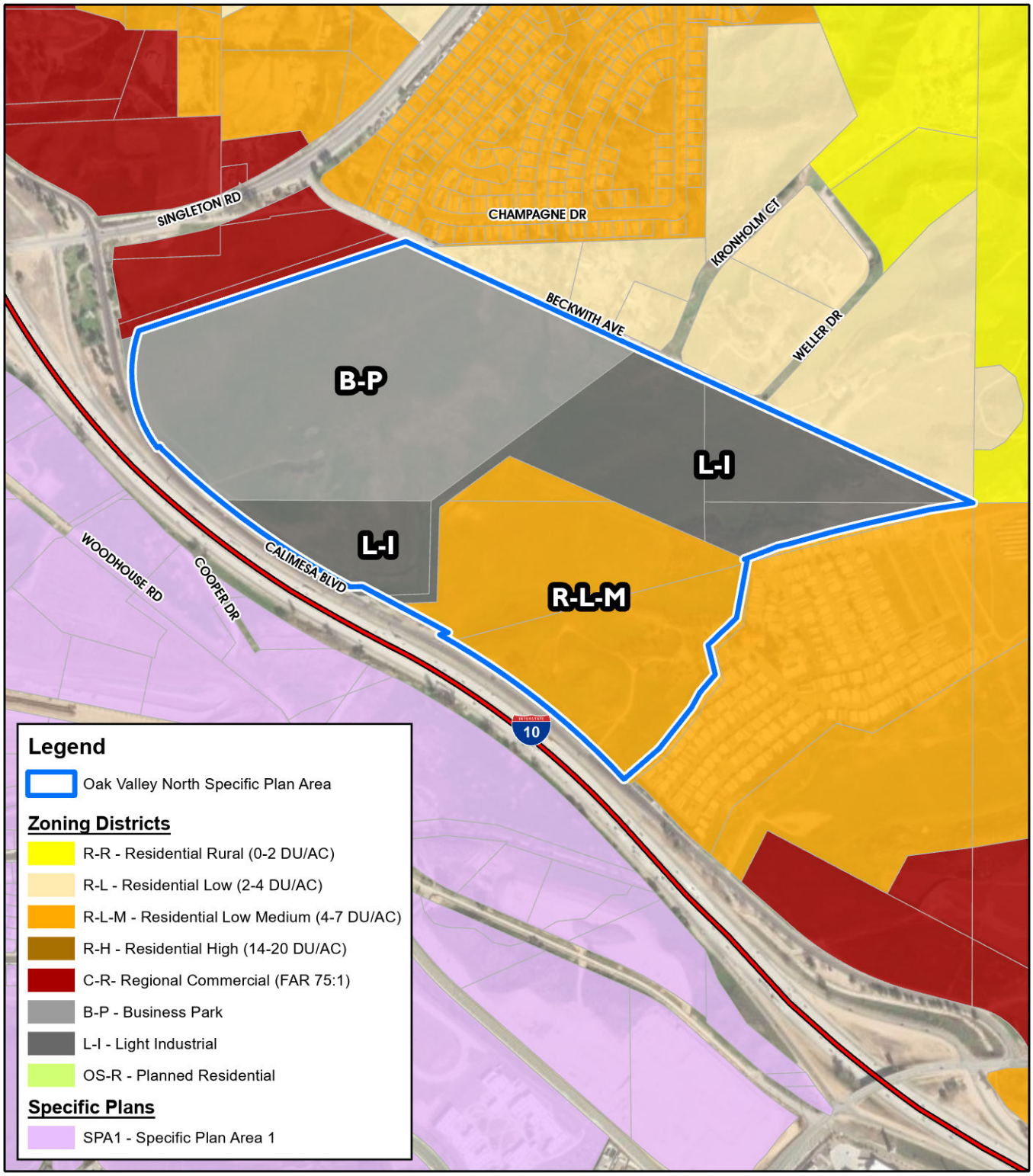
Figure 2-5 also depicts the zoning classifications for the properties in the vicinity of the Project site. As shown, the properties to the northwest are classified "Regional Commercial (C-R)," R-L-M, and "Residential Low (R-L)"; the properties to the northeast are classified as R-L-M, and R-L; the properties to the southeast are classified as R-L-M; and the properties to the southwest on the opposite side of Interstate 10 (I-10) are classified as "Specific Plan (Summerwind Ranch at Oak Valley)." (Calimesa, 2022)

2.4.5 Western Riverside County Multiple Species Habitat Conservation Plan

The Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), a regional Habitat Conservation Plan (HCP), was adopted on June 17, 2003, and an Implementing Agreement (IA) was executed between the United States Fish and Wildlife Service (USFWS), California Department of Fish and Wildlife (CDFW), and participating entities. The intent of the Western Riverside County MSHCP is to preserve native vegetation and meet the habitat needs of multiple species, rather than focusing preservation efforts on one species at a time. The MSHCP identifies Criteria Areas, in which habitat conservation efforts are targeted. The Project site is not located within any MSHCP Criteria Cells or Cell Groups, indicating that the Project site is not targeted for conservation under the MSHCP. (RCA, 2022)

In addition to conservation criteria within areas designated to be included within the MSHCP Reserve System, the MSHCP also identifies a number of additional survey and conservation requirements. The Project site is not located within an MSHCP Survey area for amphibians or mammals, although a majority of the Project site occurs within an MSHCP burrowing owl survey area. The Project site is located within a narrow endemic plant species survey area (NEPSSA) for the Marvin's onion and many-stemmed dudleya. The Project site is not within a criteria species survey area. (RCA, 2022)

Refer to EIR Subsection 4.4, *Biological Resources*, for a complete description of applicable MSHCP requirements and the Project's consistency with the MSHCP.



Source(s): City of Calimesa (2014), ESRI, RCTLMA (2022)

0 175 350 700 Feet

Figure 2-5

Existing Zoning Districts

2.5 EXISTING PHYSICAL SITE CONDITIONS

Pursuant to CEQA Guidelines § 15125, the physical environmental condition for purposes of establishing the setting of an EIR is the environment as it existed at the time the EIR's NOP was released for public review. The NOP for this EIR was released for public review on December 12, 2022. The following subsections provide a description of the Project site's physical environmental condition ("existing conditions") as of that approximate date. The Project site's current physical conditions and surrounding areas are shown on Figure 2-6, *Aerial Photograph*. More detailed information regarding the Project site's environmental setting as it relates to a specific environmental issue area is provided in the various subsections of EIR Section 4.0, *Environmental Analysis*.

2.5.1 RARE & UNIQUE RESOURCES

As required by CEQA Guidelines § 15125(c), the environmental setting should place special emphasis on resources that are rare or unique to that region and would be affected by the Project. Based on the existing conditions of the Project site and surrounding area described above and discussed in more detail in Section 4.0, *Environmental Analysis*, the Project site does not contain any resources that are rare or unique to the region.

2.5.2 LAND USE

As shown on Figure 2-6, under existing conditions, the 110.2-acre Project site is predominantly vacant and undeveloped, except for one (1) vacant and unoccupied single-family home located in the central portion of the Project site. The Project site was previously used for agricultural purposes with a residence and farm-related structures. None of the farm-related structures are currently present the at Project site. The single-family residence is approximately 1,600 square feet and is constructed of a wood frame and stucco, presumably supported on conventional shallow foundations with a concrete slab-on-grade floor. Additionally, two exposed concrete pads ranging from 1,600 to 2,100 square feet in size are located north of the residence.

2.5.3 SITE TOPOGRAPHY

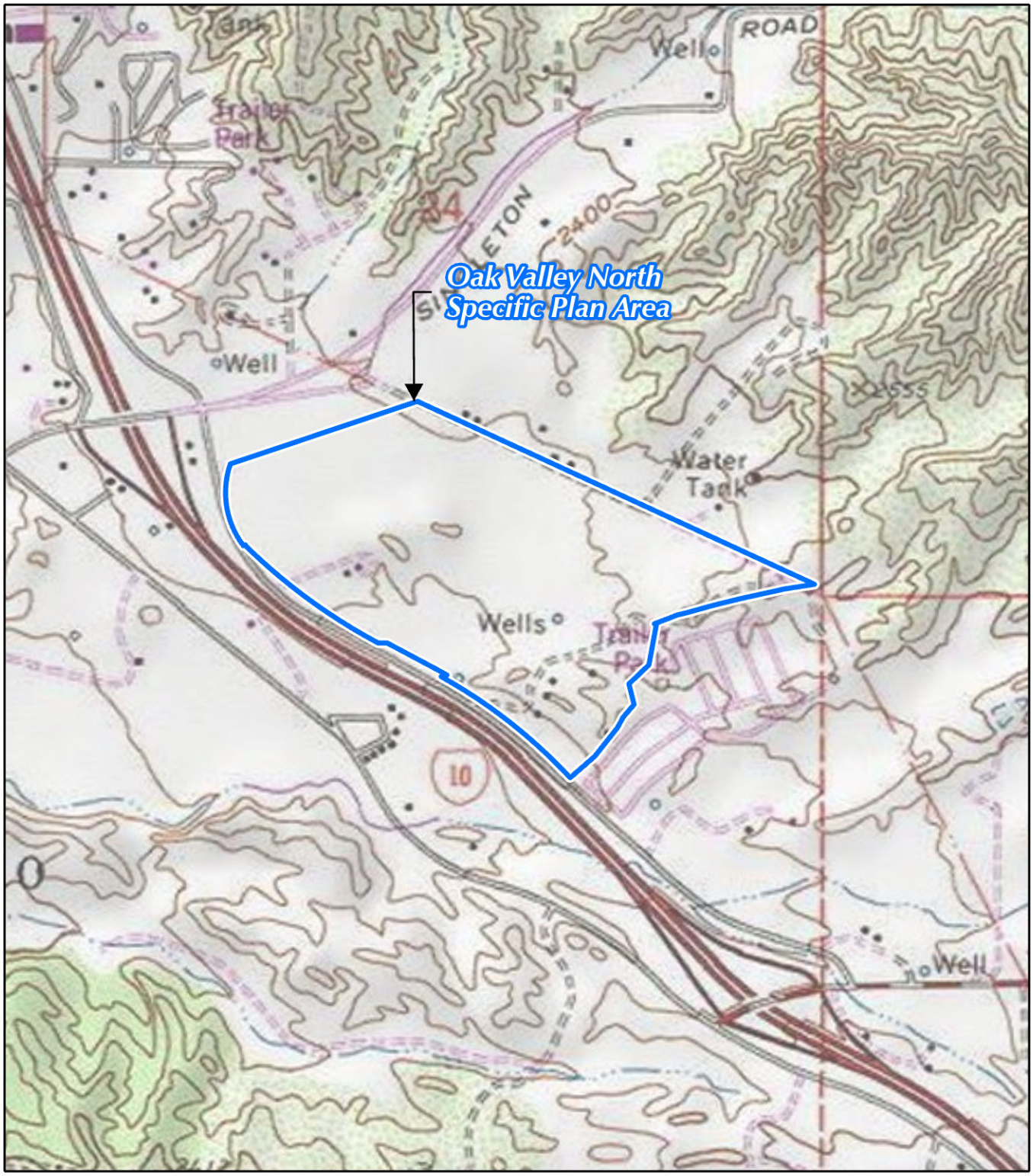
Figure 2-7, *USGS Topographic Map*, depicts the topography of the 110.2-acre Project site which ranges 2,386 feet above mean sea level (amsl) in the southeastern portion of the Project site and 2,274 feet amsl along the southwestern boundary of the Project site. A three-foot-deep earthen drainage channel transects the central region of the Project site, trending northeast-southwest. The topography in the eastern region of the Project site is composed of moderately hilly terrain. The site topography generally slopes downward to the west at a gradient of approximately 3%. In addition, there is an isolated hill in the west-central region of the Project site. The hills at the site generally range between 15 to 20 feet higher in elevation than the adjacent terrain that is relatively level. The hills throughout the site generally descend downward to the surrounding level terrain at inclinations of 3.5h:1v (horizontal to vertical) to 6h:1v.

Source(s): ESRI

Figure 2-6

0 200 400 800 Feet

Aerial Photograph



Source(s): ESRI, USGS (2013)

Figure 2-7

0 250 500 1,000 Feet

USGS Topographic Map

2.5.4 Air Quality & Climate

The Project site is in the 6,745-square-mile South Coast Air Basin (SCAB), which includes portions of Los Angeles, Riverside, and San Bernardino Counties, and all of Orange County. The SCAB is bound by the Pacific Ocean to the west, the San Gabriel, San Bernardino, the San Jacinto Mountains to the north and east, and San Diego County to the south. The SCAB is within the jurisdiction of the SCAQMD, the agency charged with bringing air quality in the SCAB into conformity with federal and State air quality standards. As documented in the Project's Air Quality Impact Analysis (*Technical Appendix C* to this EIR), although the climate of the SCAB is characterized as semi-arid, the air near the land surface is quite moist on most days because of the presence of a marine layer. More than 90% of the SCAB's rainfall occurs from November through April. Temperatures during the year range from an average minimum of 36°F in January to over 100°F in the summer. During the late autumn to early spring rainy season, the SCAB is subjected to wind flows associated with the traveling storms moving through the region from the northwest. This period also brings five to ten periods of strong, dry offshore winds, locally termed "Santa Ana[s]" each year. (Urban Crossroads, 2023a, p. 13)

2.5.5 Agriculture & Forestry Resources

As further discussed in Subsection 4.2, *Agriculture and Forestry Resources*, of this EIR, according to CEQA Guidelines § 21060.1 and for the purposes of analysis, "agricultural land" means Prime Farmland, Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance, as defined by the California Department of Conservation (DOC) Farmland Mapping & Monitoring Program (FMMP). According to the FMMP, most of the Project site is identified as "Farmland of Local Importance" while the southwest corner of the Project site is identified as "Urban and Built-Up Land." (CDC, 2018) The Project site is not zoned or designated for agricultural or forestry uses. Additionally, the Project site is not currently used for agricultural production and is not subject to any Williamson Act contracts (CDC, 2017).

2.5.6 Biological Resources

The vegetation on the Project site and off-site improvement areas consists of non-native grasslands and wildflower fields (101.09 acres), coastal sage scrub/chaparral scrub (4.13 acres), and disturbed/developed/ornamental areas (13.81 acres) (L&L, 2024a, Table 6). There are no riparian or other sensitive vegetation communities present on the Project site. There are three (3) ephemeral drainages on the Project site plus a roadside ditch along Calimesa Boulevard. A total of 0.86-acre of California Department of Fish and Wildlife (CDFW) streambed/State waters is present, of which 0.73-acre also is a Multiple Species Habitat Conservation Plan (MSHCP) riverine resource subject to Section 6.1.2 of the MSHCP. No State wetland/MSHCP riparian habitat is present and no federal waters or wetlands are present. The roadside ditch is a manmade feature and therefore not subject to MSHCP Section 6.1.2. (L&L, 2024a, p. 81) Refer to EIR Subsection 4.4, *Biological Resources*, for a detailed description of the vegetation communities that occur on site.

2.5.7 Cultural and Tribal Cultural Resources

The Project site and surrounding area are sensitive for the discovery of cultural and tribal cultural resources. The Project Site is located within the ethnographic tribal territories of both the Serrano and Cahuilla. The

upland or higher altitude areas within Serrano territory were preferred for permanent settlement because of the availability of tree crops (acorns and pinyon) as well as the availability of water, forage, and the greater seasonal availability of certain classes of game. Groups of lineages lived in villages at the valley margins in the winter and in smaller encampments at higher elevations in the summer. Cahuilla territory spanned from the summit of the San Bernardino Mountains in the north to Borrego Springs and the Chocolate Mountains in the south, a portion of the Colorado Desert west of Orocopia Mountain to the east, the San Jacinto Plain as far as Riverside, and the eastern slopes of Palomar Mountain to the west. The Cahuilla occupied a topographically complex region that includes mountain ranges to low desert. The Cahuilla were hunters, collectors, and harvesters. A diverse habitat provided an immense variety of floral resources, which the Cahuilla used for food, medicine, and manufacture of tools and shelter. (PaleoWest, 2024, pp. 9-13)

2.5.8 GEOLOGY

The Project site is within the Peninsular Ranges province. The Peninsular Ranges province consists of several northwesterly-trending ranges in the southwestern California. The province is truncated to the north by the east-west trending Transverse Ranges. Prior to the mid-Mesozoic, the region was covered by seas and thick marine sedimentary and volcanic sequences were deposited. The bedrock geology that dominates the elevated areas of the Peninsular Ranges consists of high-grade metamorphic rocks intruded by Mesozoic plutons. During the Cretaceous extensive mountain building occurred during the emplacement of the southern California batholith. The Peninsular Ranges have been significantly disrupted by Tertiary and Quaternary strike-slip faulting along the Elsinore and San Jacinto faults. This tectonic activity has resulted in the present terrain. (SCG, 2023, pp. 10-11)

Regional geologic conditions were obtained from two geologic maps. The first map indicates that the Project site is within seven (7) geologic units consisting of very young wash deposits (Qvywn, Qvyw1, Qvyw2), young axial-valley deposits (Qya5), young alluvial fan deposits (Qyfu), old alluvial fan deposits (Qof2) and very old alluvial fan deposits (Qvof3). The very young and young alluvial deposits are indicated to consist of very slightly to slightly consolidated sands and gravels while the older alluvial deposits consist of moderately consolidated sands and gravels. The upper to middle Pliocene age San Timoteo Formation (Tstm) is mapped 1,000 feet northeast of the site. The San Timoteo Formation is indicated to consist of non-marine, light gray to white sandstone. The second map indicates that the Project site is underlain by alluvial sand and gravel (Qa) and older alluvial sediments (Qoa). The alluvium is indicated to consist of sand, gravel, and clay covered by residual soil and the older alluvium is indicated to consist of light reddish-brown sand and gravel of granitic and gneissic detritus of the San Bernardino Mountains. The San Timoteo Formation (QTsg) is mapped 900± feet northeast of the site. The San Timoteo Formation is indicated to consist of brownish-gray crudely bedded, of poorly-sorted clasts pf granitic and gneissic detritus in a sand matrix. (SCG, 2023, p. 11)

The main structural geologic feature near the Project site is the Cherry Valley Fault located approximately 1,000 feet northeast of the Project site. The San Timoteo Fault is mapped approximately 1,600 to 2,000 feet southeast of the Project site. (SCG, 2023, pp. 11-12)

2.5.9 Soil Types & Erosion Potential

Approximately 69.3% of the Project site contains soils with a slow to medium rate of runoff and slight to moderate susceptibility to erosion; approximately 5.0% of the Project site has a medium rate of runoff and a moderate susceptibility to erosion; approximately 0.8% of the Project site has a medium to rapid rate of runoff and a high susceptibility to erosion; approximately 7.7% of the Project site has a rapid rate of runoff and a high susceptibility to erosion; and the rate of runoff and erosion susceptibility is not identified for approximately 17.2% of the Project site. (USDA, 1971, pp. 35-36, 39-40, 54, and 60; USDA, 2022)

2.5.10 Hydrology

The Project site is within the Santa Ana River Watershed. Currently, the Project site generally drains towards the south as sheet flows, where existing culverts convey flows under Calimesa Boulevard and I-10. The Project site is currently impacted by offsite flow from the adjacent San Bernardino Mountains, located northeast of the Project site. The offsite flows combine with the existing onsite flows and are conveyed south through the site via existing streambed areas before ultimately discharging into the existing southerly Caltrans culverts. Refer to EIR Subsection 4.10, *Hydrology & Water Quality*, for additional information regarding the Project site's existing drainage conditions. (Webb, 2023a, p. 1-1)

2.5.11 Noise Environment

The background ambient noise level in the Project area is dominated by the transportation-related noise associated with surface streets and the I-10 Freeway. Within the Project area and based on the noise measurements conducted by Urban Crossroads, Inc. (Urban Crossroads), ambient noise levels range between 47.3 a-weighted decibels (dBA) equivalent continuous (average) sound level (L_{eq}) and 64.5 dBA L_{eq} during the daytime (7:00 a.m. to 10:00 p.m.) and between 44.5 dBA Leq and 62.9 dBA Leq during the nighttime (10:00 p.m. to 7:00 a.m.). Additionally, the community noise equivalent level (CNEL) for the Project area ranges between 51.8 dBA and 69.9 dBA. (Urban Crossroads, 2024, p. 24).

2.5.12 Transportation

Regional access to the Project site is accommodated via the I-10 Freeway at Singleton Road, which is located immediately northwest of the Project site. The Project site also is located approximately 2.1 miles northeast of State Route (SR) 60. The Project site is bounded by Calimesa Boulevard to the southwest and Beckwith Avenue to the northeast, while Singleton Road occurs approximately 0.1-mile northwest of the Project site. A small portion (0.4-acre) of the Project site also occurs west of Calimesa Boulevard.

As shown on Figure 2-8, *City of Calimesa Circulation Map*, Beckwith Avenue is identified as a "Collector (52-foot Right-of-Way (ROW))" and Calimesa Boulevard is identified as a "Major Arterial (92-foot ROW)." Singleton Road is classified as a "Major Arterial (92-foot ROW)" southwest of Beckwith Avenue, and a "Secondary Arterial (88-foot ROW)" northeast of Beckwith Avenue. It should be noted that most of the City's roadways are designed to accommodate truck traffic and can handle heavy trucks. (Calimesa, 2014, p. 3-4)

Pass Transit operates Commuter Link bus service in the Project vicinity. Transit service is reviewed and updated periodically to address ridership, budget and community demand needs. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate. Consistent with the City of Calimesa General Plan, new roadways should be designed to accommodate future transit services. (Urban Crossroads, 2023g, p. 37)

Yucaipa Dial-A-Ride provides on-call transit services to the public, including seniors and disabled individuals, in portions of the City. This service is provided on a space-available basis, with priority given to Americans with Disabilities Act (ADA)-certified individuals. Additionally, Pass Transit operates Commuter Link bus service in the vicinity of the Project. (Calimesa, 2014, p. 3-4; Urban Crossroads, 2023g)

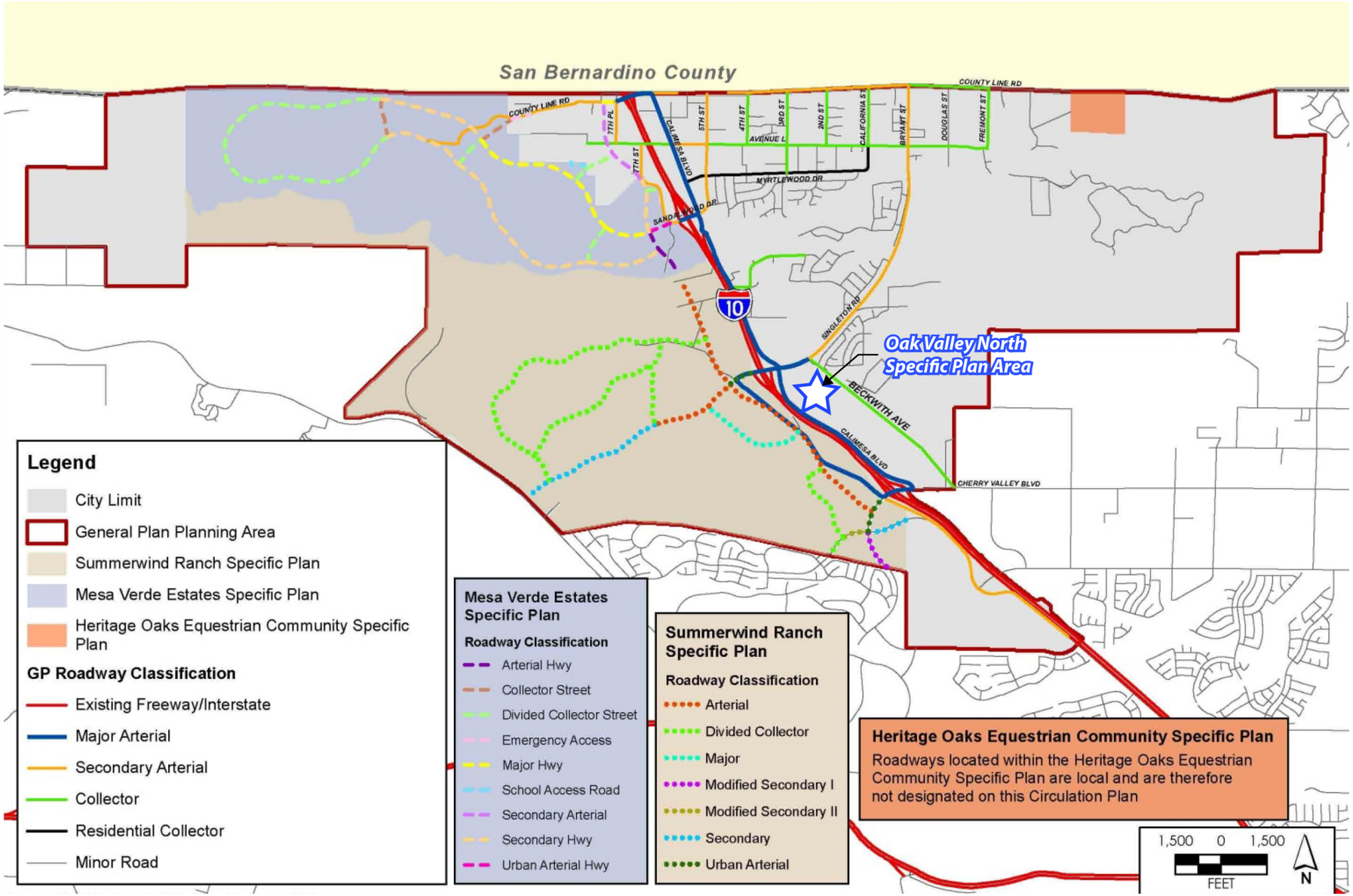
As shown on Figure 2-9, *City of Calimesa Multi-Use Trail System*, the Calimesa General Plan identifies a planned trail (Singleton/Bryant Connector) along Singleton Road and Beckwith Avenue. Additionally, future bike trails and paseos are anticipated along Roberts Road and portions of Cherry Valley Boulevard. (Urban Crossroads, 2023g, p. 37)

2.5.13 Fire Protection Services

Fire protection services are provided to the City by the City of Calimesa Fire Department (CFD), which was established in January 2018. The CFD (Fire Station 21) is located at 908 Park Avenue, Calimesa, approximately 1.8 miles northwest of the Project site. The immediate response area of this station extends from County Line Road to Cherry Valley Boulevard. Pursuant to an existing mutual aid agreement between the CFD and the Riverside County Fire Department (RCFD), fire protection services also could be provided from RCFD Station No. 22, located at 10055 Avenida Miravilla in unincorporated Riverside County, approximately 3.5 miles east of the Project site. (Dudek, 2024a) Subsection 4.15, *Public Services*, and Subsection 4.20, *Wildfire*, of this EIR provide detailed discussion of the fire protection services for the Project area.

2.5.14 Law Enforcement Services

Law enforcement services are provided to the City through a contract with the Riverside County Sheriff's Department (RCSD). The City has contracts with the RCSD for specific levels of service (e.g., number of patrol hours, number of officers). The County Sheriff's station providing services to the Calimesa area is located at 50290 Main Street in Cabazon, approximately 14.9 miles southeast of the Project site. The Cabazon Station also serves the unincorporated pass area around Beaumont and Banning, and the unincorporated areas of Cabazon, Cherry Valley, Poppet Flats, San Gorgonio, San Timoteo Canyon, Twin Pines, and Whitewater. (City of Calimesa, 2014, p. 4-4)

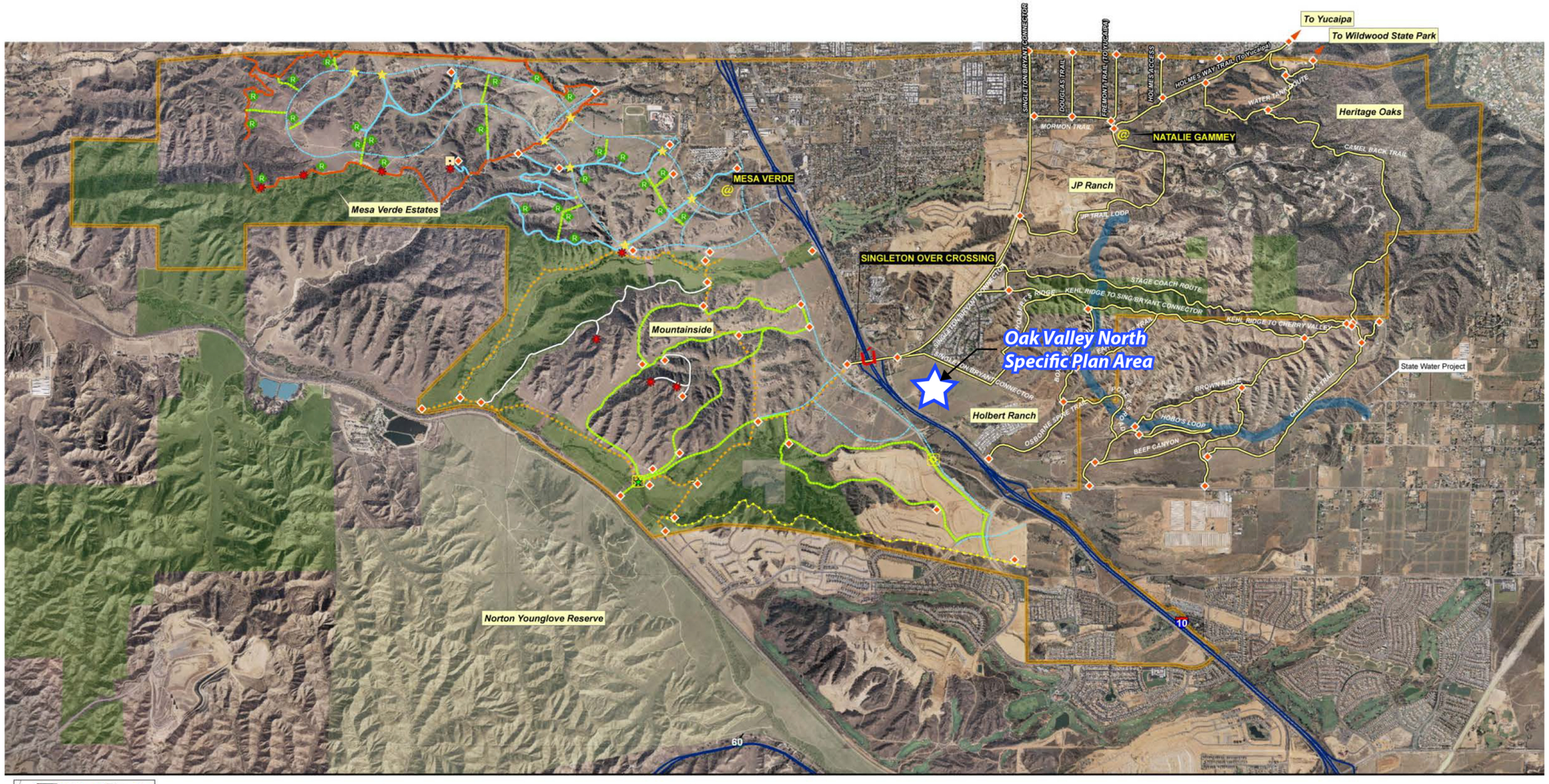


Source(s): City of Calimesa General Plan (2014)

Figure 2-8

Not to Scale

City of Calimesa Circulation Map



Source(s): City of Calimesa General Plan (2014)

Not to Scale

Figure 2-9

City of Calimesa Multi-Use Trail System

2.5.15 Public Education Services

The Project site is within the boundaries of the Beaumont Unified School District (BUSD). As of the 2021/22 school year, the BUSD had a total capacity of 12,921 students, including 5,302 elementary, 2,534 middle, and 3,475 high school students. In the 2021/22 school year, the BUSD had a total enrollment of 11,301 students. (BUSD, 2022a) The nearest schools to the Project site are Summerwind Trails School, which serves grades K-8, and Beaumont High School, which serves grades 9-12. The Summerwind Trails School is located at 1020 Poinsettia Circle, Calimesa, approximately 0.5-mile south of the Project site. The Beaumont High School is located at 39139 Cherry Valley Boulevard in the City of Beaumont, approximately 3.25 miles southeast of the Project site. (BUSD, 2022b)

2.5.16 Public Recreation and Library Services

Recreational facilities in the City are limited to small parks and the Norton Younglove Multipurpose Senior Center. The Calimesa library is located at 974 Calimesa Boulevard, approximately 1.8 miles northwest of the Project site, and is operated by the Library Systems and Services (LSSI) under contract with the Riverside County Library System (RCLS). The library currently provides 0.35 square feet of library space per capita, well below the 0.50 square feet recommended by the American Library Association. The San Bernardino Public Library System operates a branch at 12040 5th Street in Yucaipa, located approximately 4.0 miles north of the Project site, which is also available to Calimesa residents. The Beaumont Library District operates its library at 125 E. 8th Street in Beaumont, approximately 4.4 miles southeast of the Project site. (Calimesa, 2014, p. 7-6)

2.5.17 Water Service Infrastructure

Project site is within the service area of the Yucaipa Valley Water District (YVWD) for potable water services, although only portions of the Project site are located within the YVWD boundaries under existing conditions. The YVWD has a service area of 40 square miles and a sphere of influence of 68 miles. YVWD's local water is supplied from groundwater through local wells and surface water collected from Birch Creek, Oak Glen Creek, Adams Tunnel, and Clark Tunnel. Additionally, YVWD purchases imported water from the State Water Project through the San Bernardino Valley Municipal Water District and the San Gorgonio Pass Water Agency for direct filtration and for recharge of the groundwater basin. Existing water facilities in the Project area include an existing 24-inch diameter YVWD water line within the ROW for Calimesa Boulevard and an existing 16-inch diameter YVWD water line within the ROW for Beckwith Avenue.

2.5.18 Recycled Water Service Infrastructure

The Project area is within the service area of the YVWD for recycled water services, although only portions of the Project site are located within the YVWD boundaries under existing conditions. There is an existing 24-inch diameter YVWD recycled water line that intersects Calimesa Boulevard on the west side of the Project site, going underneath I-10. YVWD is proposing future development of a 24-inch diameter recycled water line along the ROW for Calimesa Boulevard.

2.5.19 Sewer Service Infrastructure

The Project area is within the service area of the YVWD for sewer services, although as previously noted only portions of the Project site currently are within the YVWD service area. Sewer treatment takes place at the Wochholz Regional Water Recycling Facility. There is an existing 8-inch diameter sewer line located along Calimesa Boulevard and an existing 8-inch diameter sewer line located in the northwestern segment of Beckwith Avenue. Additionally, there in an existing 6-inch sewer force main within the central portion of the of the Project site and travels along the ROW for Calimesa Boulevard.

2.5.20 Storm Water System Infrastructure

No storm drain infrastructure system is currently established within the Project site except for a limited number of storm drain culverts located under Beckwith Avenue and Calimesa Boulevard.

2.5.21 Solid Waste Services

The solid waste provider currently serving the City is CR&R Waste Management. Solid waste is collected within the City and later disposed of at the CR&R Waste Management material recovery, transfer, and disposal facility located in the City of Perris. Solid waste generated in the Project area ultimately is disposed of at either the El Sobrante Landfill, Lamb Canyon Landfill, or Badlands Landfill. The El Sobrante Landfill is currently permitted to receive 16,054 ton per day (tpd), while the average daily tonnage in November 2022 was 10,445.8 tpd. The Lamb Canyon Landfill is permitted to receive 5,000 tpd, while data from November 2022 shows that the Lamb Canyon Landfill received a daily average of approximately 2,034.4 tpd. The Badlands Landfill is permitted to receive 4,800 tpd, while in November 2022 the Badlands Landfill received an average of 2,745.3 tpd. (RCDWR, 2022a; RCDWR, 2022b; RCDWR, 2022c)

2.5.22 Dry Utility Infrastructure

The Project site is within the service area for Southern California Edison (SCE) for electricity and SoCalGas for natural gas. Telephone, communication, and television services are offered by multiple carriers, including Dish, DirecTV, Frontier, and Spectrum. There are existing gas, telephone, communication, television, and overhead lines within the ROWs for Calimesa Boulevard and Beckwith Avenue.

3.0 PROJECT DESCRIPTION

This Section 3.0 provides all of the information required of an EIR Project Description by California Environmental Quality Act (CEQA) Guidelines Section (§) 15124, including a description of the Project's precise location and boundaries; a statement of the Project's objectives; a description of the Project's technical, economic, and environmental characteristics; and a description of the intended uses of this EIR, including a list of the governmental agencies that are expected to use this EIR in their decision-making processes, a list of the permits and approvals that are required to implement the Project, and a list of related environmental review and consultation requirements.

3.1 SUMMARY OF THE PROPOSED PROJECT

The Project consists of the proposed subdivision of ± 110.2 gross acres (106.9 net acres) of land located in the southern portion of the City of Calimesa, northeast of Interstate 10 (I-10) and Calimesa Boulevard, southeast of Singleton Road, and southwest of Beckwith Avenue, and the reasonably foreseeable development of business park uses on ±98.8 gross acres (±95.6 net acres) and high-density residential land uses on ±11.2 gross acres. Churches are conditionally permitted in the Specific Plan's residential zone; therefore, a 1,200-seat church and associated church facilities may be developed in the residential planning area instead of any residential units. Applications filed with the City of Calimesa include the following:

- General Plan Amendment (GPA) 22-03. GPA 22-03 proposes to modify the land use element of the City of Calimesa 2014 General Plan (General Plan) to change the General Plan land use designations on 106.9 net acres of the Project site from "Business Park (BP)," "Light Industrial (LI)," and "Residential Low Medium Density (RLM)" to "Business Park (BP)" and "Residential High Density (RH)."

- Zone Change (ZC) 22-01. ZC 22-01 proposes to modify the City's official zoning map as it applies to the Project site to change the zoning classifications from "Business Park (B-P)," "Light Industrial (L-I)," and "Residential Low Medium (R-L-M)" to a zoning classification of "Specific Plan Area 4 (SPA 4)," which would allow for the establishment and implementation of the Oak Valley North Specific Plan (SPA 4). The Oak Valley North Specific Plan (OVNSP) proposes two land use designations: "Business Park (BP)" on approximately 95.6 acres and "Residential High (RH)" on approximately 11.2 acres, in addition to designating 3.4 acres as "Roadway" for small portions of Calimesa Boulevard and Beckwith Avenue that fall within the OVNSP boundary. The 110.2-acre Specific Plan Area would be divided into two planning areas for planning purposes. Planning Area 1 would be 95.6 net acres and will accommodate up to 982,232 square feet (s.f.) of business park building space. Planning Area 2 would be 11.2 acres and will allow up to 223 residential units at a density of up to 20 dwelling units per acre (du/ac). Planning Area 2 could alternatively be developed as a church facility with up to a 1,200-person seating capacity in the congregation area with the approval of a conditional use permit. The Specific Plan also proposes development standards that would serve as the property's zoning and includes design guidelines for architecture, landscaping, and other physical attributes of the proposed development.

- Tentative Parcel Map (TPM) 38589. TPM 38589 is a proposed parcel map to subdivide 110.2 gross acres into seven (7) parcels ranging in size from 10.04 to 27.24 net acres. TPM 38589 also would subdivide the site to dedicate 1.65 acres of right-of-way (ROW) to the City of Calimesa for improvements to Beckwith Road, 1.76 acres to the City of Calimesa for improvements to Calimesa Boulevard and vacate 0.09 acres of ROW along Calimesa Boulevard.

- Development Plan Review (DPR) 22-05 and Conditional Use Permit (CUP) 22-02 (Building 1), Development Plan Review (DPR) 22-06 and Conditional Use Permit (CUP) 22-03 (Building 2), Development Plan Review (DPR) 22-07 and Conditional Use Permit (CUP) 22-04 (Building 3), Development Plan Review (DPR) 22-08 and Conditional Use Permit (CUP) 22-06 (Building 4), Development Plan Review (DPR) 22-09 (Trailer Lot 1), and Development Plan Review (DPR) 22-010 (Trailer Lot 2). The DPR and CUP applications propose development plans for the Specific Plan's Planning Area 1. One (1) trapezoidal-shaped and three (3) rectangular-shaped concrete tilt-up buildings are proposed within the southern and western portions of Planning Area 1. The proposed CUPs would allow the four (4) buildings totaling 982,232 s.f. of floor space represented in the DPRs. According to the proposed OVNSP, which refers to the City of Calimesa Municipal Code, warehouse and distribution buildings require a CUP in areas zoned BP.

  Building 1 would have 236,892 s.f. of floor area comprised of 20,000 s.f. of office and 216,892 s.f. of warehouse with 37 loading dock bays positioned on the southeast-facing side of the building facing interior to the site, 199 passenger vehicle parking spaces, and 30 trailer storage spaces. Building 2 would have 249,840 s.f. of floor area comprised of 20,000 s.f. of office and 229,840 s.f. of warehouse, with 37 loading dock bays positioned on the northwest-facing side of the building and 37 loading dock bays positioned on the southeast-facing side of the building facing interior to the site (74 total loading dock bays) and 190 passenger vehicle parking spaces. Building 3 would have 249,000 s.f. of floor area comprised of 20,000 s.f. of office, 229,000 s.f. of warehouse with 50 loading dock bays positioned on the north-facing side of the building and 43 loading dock bays positioned on the south-facing side of the building (93 total loading dock bays) and 187 passenger vehicle parking spaces. Building 4 would have 246,500 s.f. of floor area comprised of 20,000 s.f. of office and 226,500 s.f. of warehouse, with 50 loading dock bays on the northeast-facing building facing interior to the site, 214 passenger vehicle parking spaces, and 77 trailer storage spaces. The buildings are designed for concrete tilt-up construction and would reach a maximum building height of 54 feet.

  Proposed Buildings

Bldg #	Total Building Size	Office Size	Warehouse Size	Loading Docks	Auto Parking Spaces	Trailer Storage Spaces
1	236,892 s.f.	20,000 s.f.	216,892 s.f.	37	199	30
2	249,840 s.f.	20,000 s.f.	229,840 s.f.	74	190	0
3	249,000 s.f.	20,000 s.f.	229,000 s.f.	93	187	0
4	246,500 s.f.	20,000 s.f.	226,500 s.f.	50	214	77

In addition to the four (4) proposed business park buildings, two (2) trailer storage lots are proposed in the northern and eastern portions of Planning Area 1. Trailer Storage Lot 1 would be 11.16 acres in size with 7.33 acres of usable space providing 5 auto parking stalls and a total of ~~251~~ 232 trailer storage stalls. Trailer Storage Lot 2 would be 27.24 acres in size with 17.09 acres of usable space providing 5 auto parking stalls and a total of 708 trailer storage stalls. Each lot would be fenced with access controlled through a guard shack. Other proposed site features include streetscape and interior site landscaping, drive aisles, truck courts, walls, fences, truck court entry gates, lighting, signage, and supporting infrastructure.

Proposed Trailer Storage Lots

Lot #	Total Size	Usable Area	Auto Parking Space	Trailer Storage Spaces
1	10.04 acres	7.33 acres	5	~~251~~232
2	27.24 acres	17.09 acres	5	708

A multi-use trail is proposed adjacent to the south side of Beckwith Avenue, separated from the proposed building and parking lot development by a solid perimeter wall and landscaped slope. Considering the landscaped slope, the finished floor elevations of the four (4) industrial buildings vary from approximately 18 to 46 feet lower than the existing grade of Beckwith Avenue.

3.2 SUMMARY OF REQUESTED APPROVAL ACTIONS

The City of Calimesa has primary approval responsibility for the proposed Project. As such, the City of Calimesa serves as the Lead Agency for this EIR pursuant to CEQA Guidelines § 15050. The role of the Lead Agency was previously described in detail in Section 1.0 of this EIR. As part of the approval process for the proposed Project, the City's Planning Commission will hold a public hearing to consider this EIR and the Project's applications for GPA 22-03; ZC 22-01 (SPA Area 4); TPM 38589; DPR 22-05/CUP 22-02 (Building 1), DPR 22-06/CUP 22-03 (Building 2), DPR 22-07/CUP 22-04 (Building 3), DPR 22-08/CUP 22-06 (Building 4), DPR 22-09 (Trailer Storage Lot 1), and DPR 22-010 (Trailer Storage Lot 2). The Planning Commission will make advisory recommendations to the City Council on whether to approve, approve with changes, or not approve the Project's entitlement applications and whether to certify this EIR. A public hearing will then be held before the City Council, which will consider the information contained in this EIR and the EIR's Administrative Record in its decision-making processes and will approve, conditionally approve, or not approve the proposed Project.

Should the City of Calimesa City Council approve the Project, additional discretionary and ministerial actions by the City and other agencies would be required to implement the Project. Table 3-1, *Matrix of Project Approvals/Permits*, lists the agencies that are expected to use this EIR and provides a summary of subsequent actions that public agencies would or may take associated with the Project's implementation. This EIR covers all federal, State, and local government and quasi-governmental approvals which may be needed to construct and implement the Project, whether or not they are explicitly listed in Table 3-1 or elsewhere in this EIR (CEQA Guidelines § 15124(d)).

Table 3-1 Matrix of Project Approvals/Permits

Agency	Approvals and Decisions
City of Calimesa Discretionary Approvals (Proposed Project)	
Planning Commission	• Provide recommendations to the City of Calimesa City Council whether to approve, conditionally approve, or not approve GPA 22-03; ZC 22-01 (SPA Area 4); TPM 38589; DPR 22-05/CUP 22-02 (Building 1), DPR 22-06/CUP 22-03 (Building 2), DPR 22-07/CUP 22-04 (Building 3), DPR 22-08/CUP 22-06 (Building 4), DPR 22-09 (Trailer Storage Lot 1), and DPR 22-010 (Trailer Storage Lot 2) • Provide a recommendation to the City of Calimesa City Council whether to certify the Final EIR
City Council	• Approve, conditionally approve, or not approve GPA 22-03; ZC 22-01 (SPA Area 4); TPM 38589; DPR 22-05/CUP 22-02 (Building 1), DPR 22-06/CUP 22-03 (Building 2), DPR 22-07/CUP 22-04 (Building 3), DPR 22-08/CUP 22-06 (Building 4), DPR 22-09 (Trailer Storage Lot 1), and DPR 22-010 (Trailer Storage Lot 2) • Reject or certify the Final EIR along with making appropriate CEQA Findings.
Subsequent City of Calimesa Approvals	
Building & Safety Division	• Issue grading permits. • Issue building permits. • Accept public right-of-way dedications • Approve road improvement plans. • Issue encroachment permits • Approve proposed sewer connections and improvements. • Approve the relocation of a sewer lift station.
Other Agencies – Subsequent Approvals and Permits	
Santa Ana Regional Water Quality Control Board	• Issue a Construction Activity General Construction Permit. • Ensure compliance with a National Pollutant Discharge Elimination System (NPDES) Permit and Waste Discharge Requirements. • Issue a Section 401 Permit or Waste Discharge Permit (WDR) pursuant to the Clean Water Act.
California Department of Fish and Wildlife	• Issue a Section 1602 Streambed Alteration Agreement (SAA).
South Coast Air Quality Management District (SCAQMD)	• Approve permits and issue approvals associated with operation of stationary equipment, if proposed.
Southern California Edison (SCE)	• Approve permits and issue approvals associated with undergrounding or relocating power poles and lines.
Riverside County Flood Control and Water Conservation District (RCFCWCD)	• Approve proposed drainage infrastructure and improvements.
Local Area Formation Commission (LAFCO)	• Approval of annexation of portions of the Project site into the Yucaipa Valley Water District.
Yucaipa Valley Water District (YVWD)	• Approve proposed water connections and improvements. • Accept annexation of portions of the Project site into the YVWD service area boundaries.

3.3 Project Location and Boundaries

A description of the Project site's regional location is included in EIR Section 2.0, *Environmental Setting*. The Project site is located in the southern portion of the City of Calimesa in Riverside County, California and positioned in the southern half of Section 24 and the northern half of Section 25, Township 2 South, Range 2 West, San Bernardino Base and Meridian, and includes Assessor's Parcel Numbers (APNs) 413-260-18 and 413-280-(16, 18, 21, 30, 36, 37, and 43). Refer to Figure 2-1, *Regional Map*, for the Project site's location within the regional vicinity. More specifically and as depicted on EIR Figure 2-2, *Vicinity Map*, the Project site is located in the southern portion of the City of Calimesa, northeast of I-10 and Calimesa Boulevard, southeast of Singleton Road, and southwest of Beckwith Avenue.

3.4 Statement of Objectives

The fundamental purpose and goal of the Oak Valley North Project is to construct and operate an economically viable development in the City of Calimesa near I-10 that contains a complementary mixture of business park and high-density residential or church uses. The Project would achieve its underlying purpose and goal through the following objectives.

A. To efficiently develop an underutilized property with a complementary mix of land uses, including residential, institutional, and business park land uses, with a design that takes topographic, geologic, hydrologic, and environmental opportunities and constraints into consideration.

B. To establish a master-planned development in a manner that is sensitive to the environment as well as visually and functionally compatible with surrounding existing and proposed land uses.

C. Expand economic development, facilitate job creation, and increase the tax base for the City of Calimesa by establishing new business park uses adjacent to or near the State highway system.

D. Establish supply chain uses adjacent to or near designated truck routes and/or the State highway system to avoid or shorten vehicular trip lengths on other roadways.

E. Attract employment-generating businesses to the City of Calimesa to reduce the need for members of the local workforce to commute outside the area for employment, thereby improving the jobs-housing balance in the City and nearby areas beyond the City boundary.

F. Provide an opportunity to establish higher-density residential uses with access to Calimesa Boulevard to assist the City of Calimesa in potentially producing needed multi-family housing consistent with state housing laws

G. Provide an opportunity to establish a place of worship (church) to serve residents of the City of Calimesa and surrounding areas.

H. To require project design elements such as architecture, landscaping, color, paving, walls, fencing, signage, entry treatments, and other similar design features that would ensure that the property is developed in a manner that is aesthetically pleasing.

3.5 DESCRIPTION OF PROJECT CHARACTERISTICS

The Project Applicant proposes the development of approximately 110.2 acres located northeast of Calimesa Boulevard, southwest of Beckwith Avenue, and southeast of Singleton Road with up to 982,232 s.f. of business park building space, and either up to 223 multi-family dwelling units or a church having a congregation seating capacity of up to 1,200 persons.

Each of the applications submitted to the City of Calimesa to entitle the Project for development as proposed are described below. The principal discretionary actions requested of the City of Calimesa to implement the Project include a GPA, ZC, TPM, six DPRs, and four CUPs, as described herein. Additional discretionary and administrative actions that would be necessary to implement the Project were previously listed in Table 3-1. The full set of Project application materials submitted by the Project Applicant to the City of Calimesa are herein incorporated by reference pursuant to CEQA Guidelines § 15150 and are on file with the City of Calimesa, Community Development Department, 908 Park Avenue, Calimesa, CA 92320.

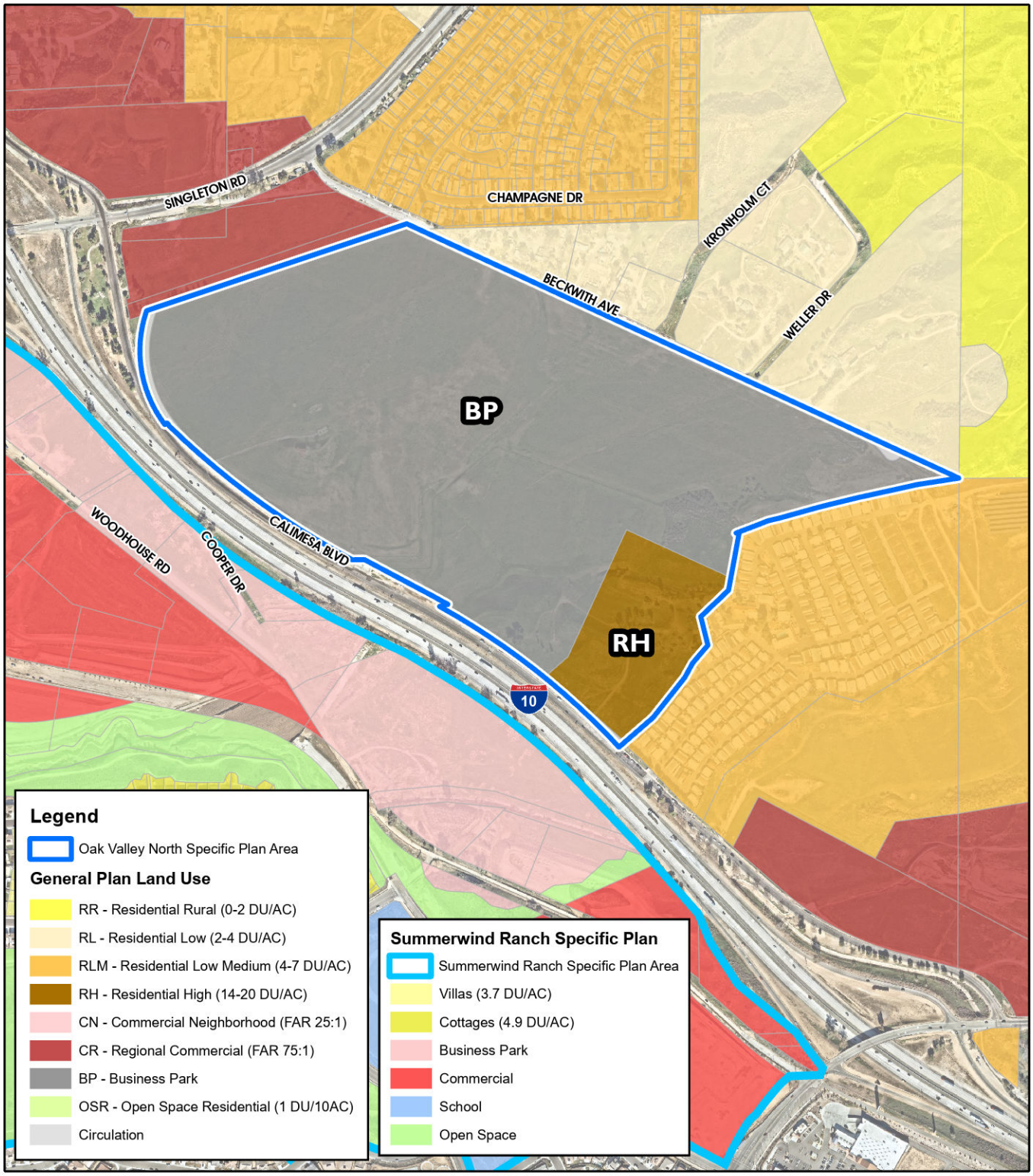
3.5.1 GENERAL PLAN AMENDMENT NO. 22-03 (GPA 22-03)

As depicted on Figure 3-1, *General Plan Amendment No. 22-03*, under existing conditions, the City of Calimesa General Plan designates the Project site for "Business Park (BP)," "Light Industrial (LI)," and "Residential Low Medium (RLM)" land uses. As part of GPA 22-03, the General Plan land use designation for the northern approximately 95.6 acres of the Project site would be changed from BP, LI, and RLM to BP. The General Plan land use designation for approximately 11.2 acres of the southwestern portion of the Project site would be changed from RLM and LI to "Residential High (RH)." The remaining Project site acreage would consist of public right-of-way (ROW) for Calimesa Boulevard and Beckwith Avenue, and roads do not have General Plan land use designations.

The BP land use designation proposed for 95.6 acres of the Project site is intended by the City's General Plan to accommodate activities such as manufacturing, warehousing, parcel hub, fulfilment center, light industrial, transportation/trucking storage yards, machinery sales and auction, and other associated uses. The RH land use designation proposed for 11.2 acres of the Project site is intended by the City's General Plan as a high-density category that allows for residential dwelling units; churches and places of worship would also be conditionally allowed in the RH land use designation. (Calimesa, 2014, Table LU-B)

3.5.2 ZONE CHANGE 22-01 (ZC 22-01)/SPECIFIC PLAN AREA (SPA) 4

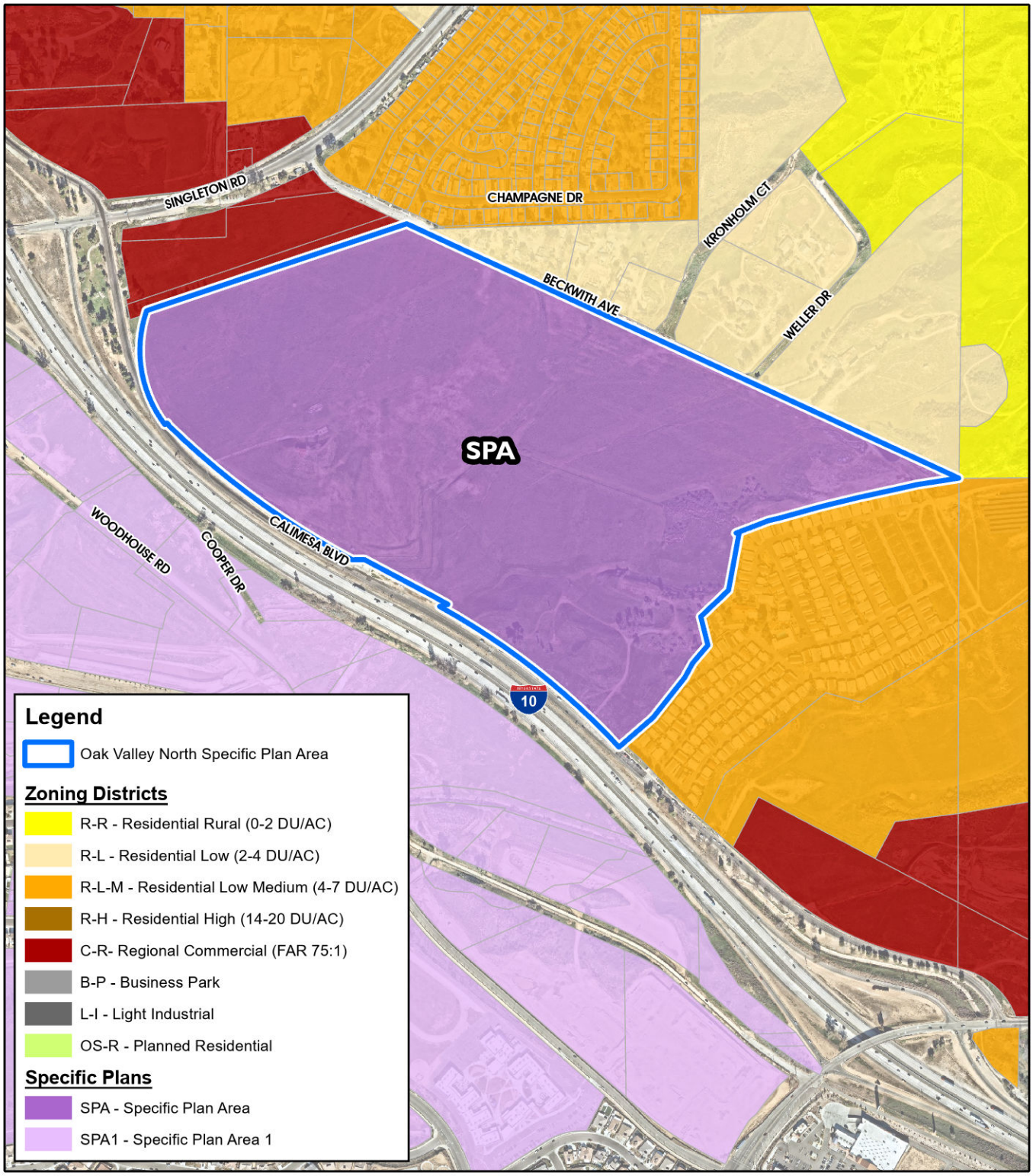
As shown on Figure 3-2, *Zone Change 22-01/Specific Plan Area 4*, under existing conditions, the Project site is zoned for "Business Park (B-P)," "Light Industrial (L-I)," and "Residential Low Medium (R-L-M)" land uses. As part of the Project, the zoning classifications of the Project site would be changed from "Business



Source(s): City of Calimesa (2014), ESRI, NearMap (2023), RCTLMA (2022)

Figure 3-1

General Plan Amendment No. 22-03



Source(s): City of Calimesa (2014), ESRI, NearMap (2023), RCTLMA (2022)

Figure 3-2

Zone Change 22-01/Specific Plan Area 4

Park (B-P)," "Light Industrial (L-I)," and "Residential Low Medium (RLM)" to "Specific Plan Area (SPA)," which would allow for the establishment of the Oak Valley North Specific Plan (SPA Area 4), as discussed in further detail below. For reference, the proposed OVNSP is included as EIR *Technical Appendix S*.

3.5.3 OAK VALLEY NORTH SPECIFIC PLAN

A. Proposed Land Uses

As shown on Figure 3-3, *Oak Valley North Specific Plan Land Use Plan*, the proposed Oak Valley North Specific Plan (OVNSP) would establish two planning areas. Planning Area 1 is located in the northern portions of the OVNSP area, comprises 95.6 acres, and would be designated "Business Park (BP)." Planning Area 2 is proposed in the southwestern portion of the Specific Plan area on 11.2 acres, would be designated "Residential High (RH)," and would allow for the development of up to 223 multi-family dwelling units. Places of worship are conditionally permitted uses in the RH zone, and a church having up to a 1,200-person congregation seating capacity may be developed in Planning Area 2 in lieu of residential uses. The remaining 3.4 acres of the Specific Plan area would be designated for roadways.

B. Development Regulations for Business Park (BP) Uses

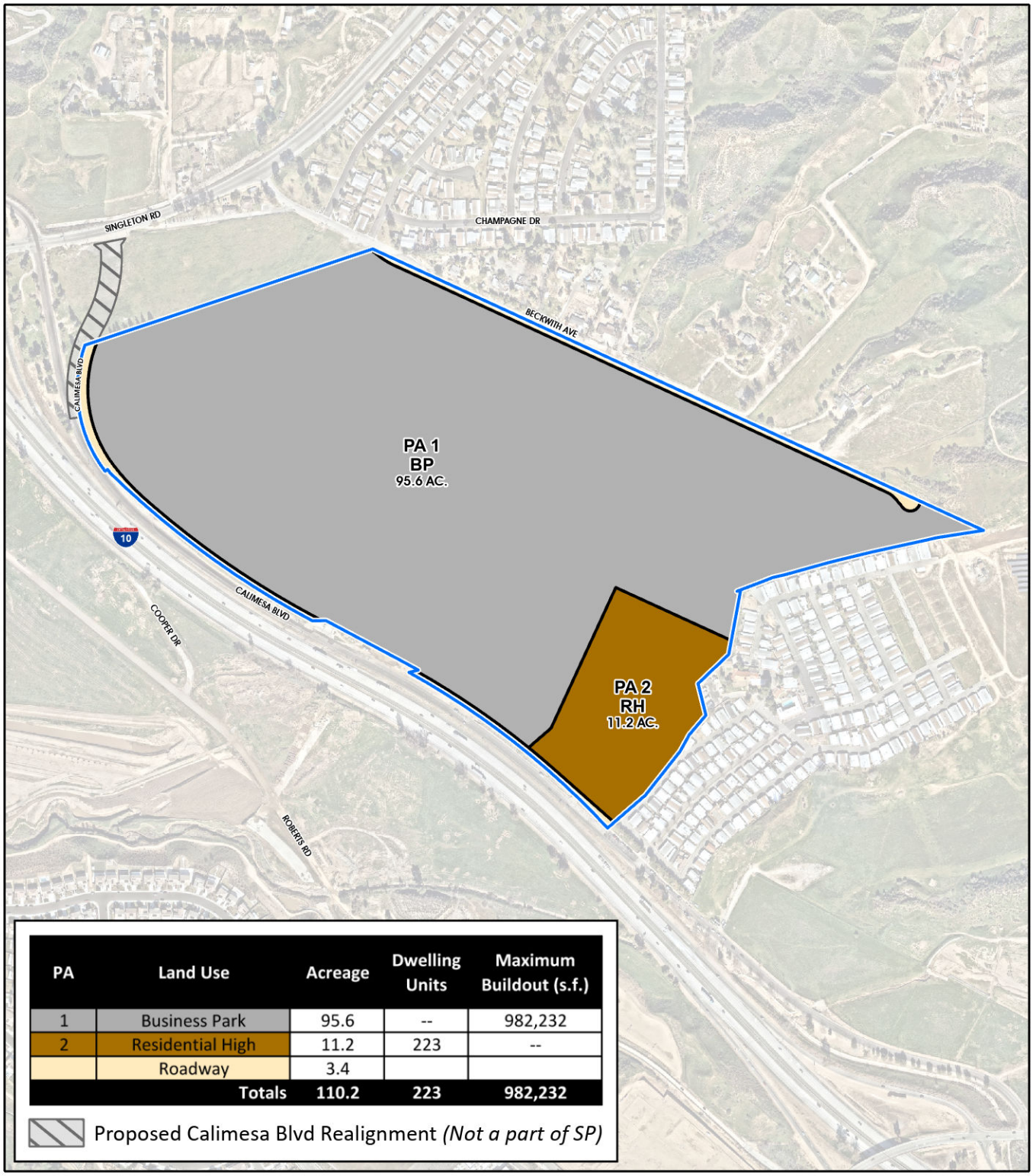
As described by the proposed OVNSP, Chapter 5, Development Regulations, BP Planning Area 1 would be permitted to accommodate all of the permitted and conditionally permitted uses specified in B-P column of Table 18.30.030 of the City of Calimesa Municipal Code (per Ord. 381 § 11, 2021), except that the following would be permitted and would not require a conditional use permit: recreational vehicle storage; transportation/trucking yards, stations, terminals; vehicle storage yards inclusive of towing yards; large equipment and construction vehicle sales and auctions; and animal hospital/veterinary office uses.

The proposed OVNSP, Chapter 5, Development Regulations, also specifies standards to guide the development of buildings and other physical characteristics within the OVNSP area. Except as otherwise represented in the OVNSP, development standards applicable to BP Planning Area 1 would be the same as identified in Sections 18.30.040, 18.30.050, 18.30.060, and other relevant sections of the Calimesa Municipal Code (per Ord. 381 § 11, 2021). Any development standards, conditions, or situations not specifically addressed in Chapter 5, Development Regulations, of the OVNSP shall be subject to the applicable requirements of the City's Municipal Code (per Ord. 381 § 11, 2021).

C. Development Regulations for Residential High (RH) Uses

As described by the proposed OVNSP, Chapter 5, Development Regulations, RH Planning Area 2 would be permitted to accommodate all of the permitted and conditionally permitted uses specified in the R-H column of Table 18.20.030 of the City of Calimesa Municipal Code (per Ord. 381 § 11, 2021), except that churches and other religious institutions would be conditionally permitted upon the City's approval of a CUP.

The proposed OVNSP, Chapter 5, Development Regulations, also specifies standards to guide the development of buildings and other physical characteristics within the OVNSP area. Except as otherwise represented in the



PA	Land Use	Acreage	Dwelling Units	Maximum Buildout (s.f.)
1	Business Park	95.6	--	982,232
2	Residential High	11.2	223	--
	Roadway	3.4		
	Totals	**110.2**	**223**	**982,232**

Proposed Calimesa Blvd Realignment *(Not a part of SP)*

Source(s): ESRI, NearMap Imagery (2023), Webb (04-19-2023)

0 162.5 325 650 Feet

Figure 3-3

Oak Valley North Specific Plan Land Use Plan

OVNSP, the development standards applicable to RH Planning Area 2 would be the same as identified in Sections 18.20.040, 18.20.050, Table 18.20.040, and any other relevant sections of the Calimesa Municipal Code. Any development standards, conditions, or situations not specifically addressed in Chapter 5, Development Regulations, of the OVNSP shall be subject to the applicable requirements of the City's Municipal Code (per Ord. 381 § 11, 2021).

D. Proposed Circulation and Infrastructure

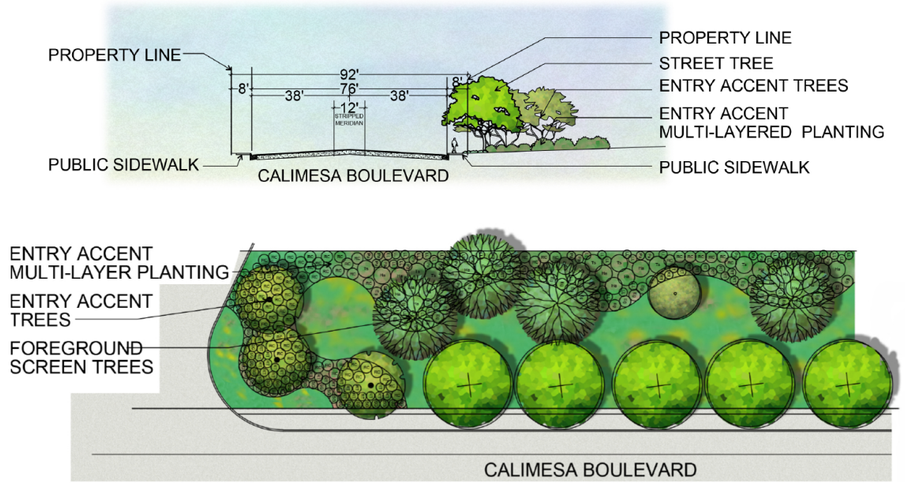
The proposed OVNSP, Chapter 4, Circulation and Infrastructure, describes the Project's required circulation and infrastructure improvements, as discussed below.

1. OVNSP Circulation Plan

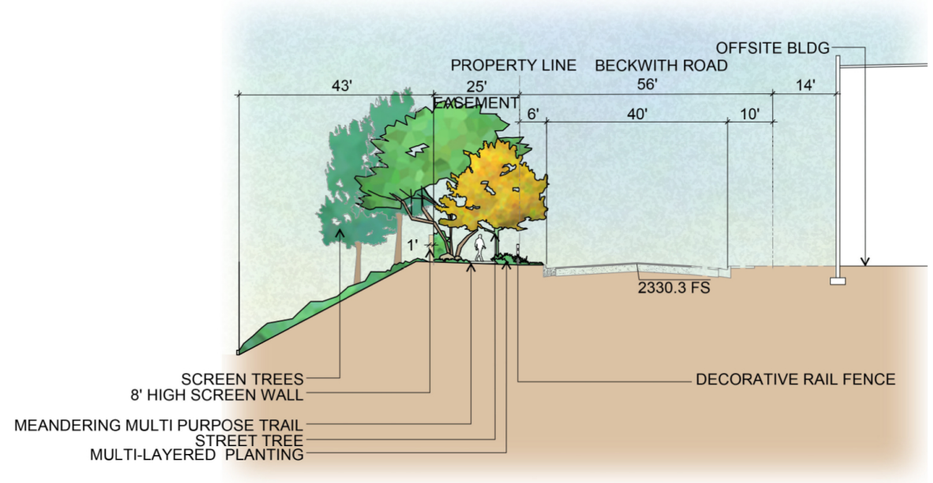
Provided below is a description of the roadway, sidewalk, and trail improvements that would be installed as part of development in the Specific Plan area. Figure 3-4, *Oak Valley North Specific Plan Roadway Cross Sections*, depicts the proposed roadway configurations.

- **Calimesa Boulevard (92-foot ROW)**: Calimesa Boulevard forms the southwesterly boundary of the Specific Plan Area and would provide direct access to Planning Areas 1 and 2. As depicted on Figure 3-4, the primary street section design for Calimesa Boulevard would provide a 92-foot ROW with a striped center median, two vehicular travel lanes in each direction, and a 6-foot sidewalk along the Project site's frontage. A 2-foot-wide landscape buffer area would occur beyond the sidewalk along the Project site's frontage and a four-foot-wide landscaped area would occur beyond the curb on the opposite side of the ROW abutting I-10. As also shown on Figure 3-4, where intersections would occur along Calimesa Boulevard at Project driveways, the cross-section would be modified to allow for turn lanes.

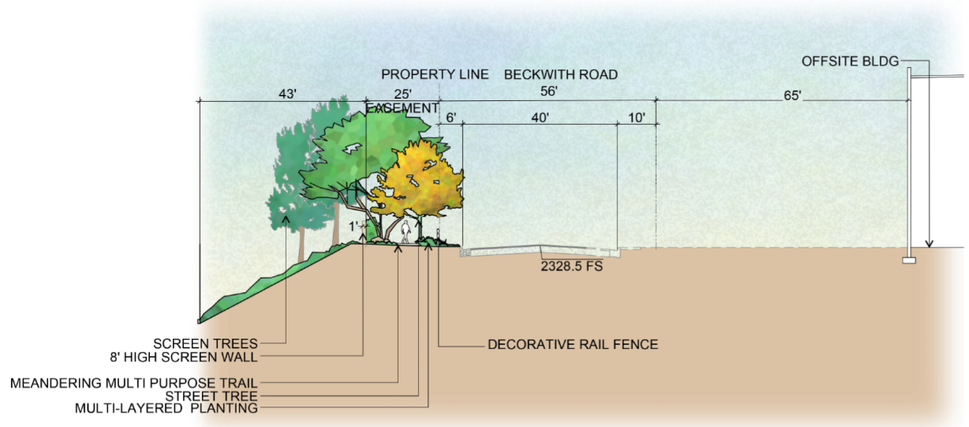
- **Beckwith Avenue (52- to 81-foot ROW)**: Beckwith Avenue forms the northeastern boundary of the OVNSP area and would provide emergency vehicle access to Planning Area 1. As shown on Figure 3-4, Beckwith Avenue off-site between Singleton Road and the northern boundary of the OVNSP would provide for a 59-foot ROW with a parking lane and a vehicular travel lane in the southbound direction and two vehicular travel lanes in the northbound direction. A 6-foot-wide curb adjacent sidewalk is proposed on the west side of the street. Abutting proposed Planning Area 1, the central portion of Beckwith Avenue would include a 81-foot ROW width with a parking lane and vehicular travel lane in the southbound direction, a vehicular travel land and 18-foot-wide ROW area for future improvement in the northbound direction and landscaped buffer along the western side. The southeastern portion of Beckwith Avenue adjacent to the Specific Plan area provides a 77-foot ROW with a parking lane, one travel lane in the southbound direction, one travel lane and 14-foot-wide ROW area for future improvement in the northbound direction, and a landscaped buffer along the western side. A 25-foot-wide landscape buffer easement is proposed to the west of and abutting the Beckwith Avenue ROW that is designed to include a meandering walking and multi-use trail. The easement also would include landscaping and a screen wall that would serve as an aesthetic and noise buffer between



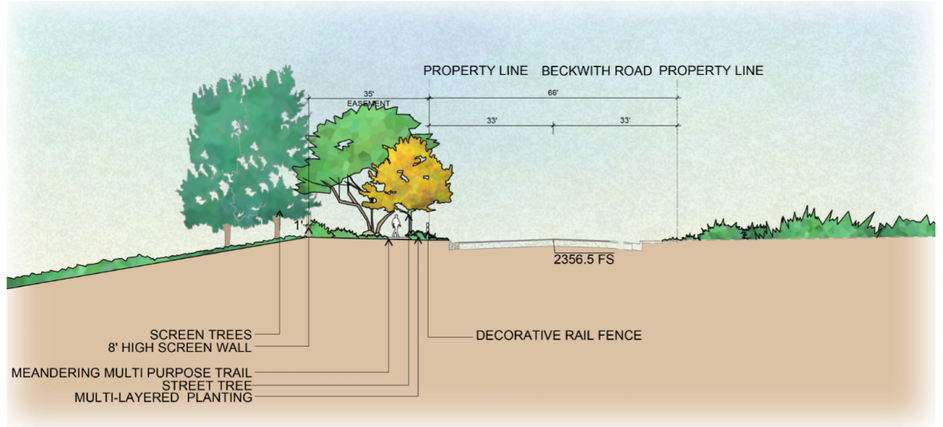
Typical Calimesa Boulevard Section



Typical Beckwith Avenue Section - North



Typical Beckwith Avenue Section - Central



Typical Beckwith Avenue Section - South

Source(s): Hunter Landscape (06-30-2023)

Figure 3-4

Not to Scale

Oak Valley North Specific Plan Roadway Cross Sections

the proposed business park development and off-site residential uses located on the opposite side of Beckwith Avenue. The Beckwith Avenue improvements would comply with all applicable City of Calimesa requirements, including applicable sight distance requirements.

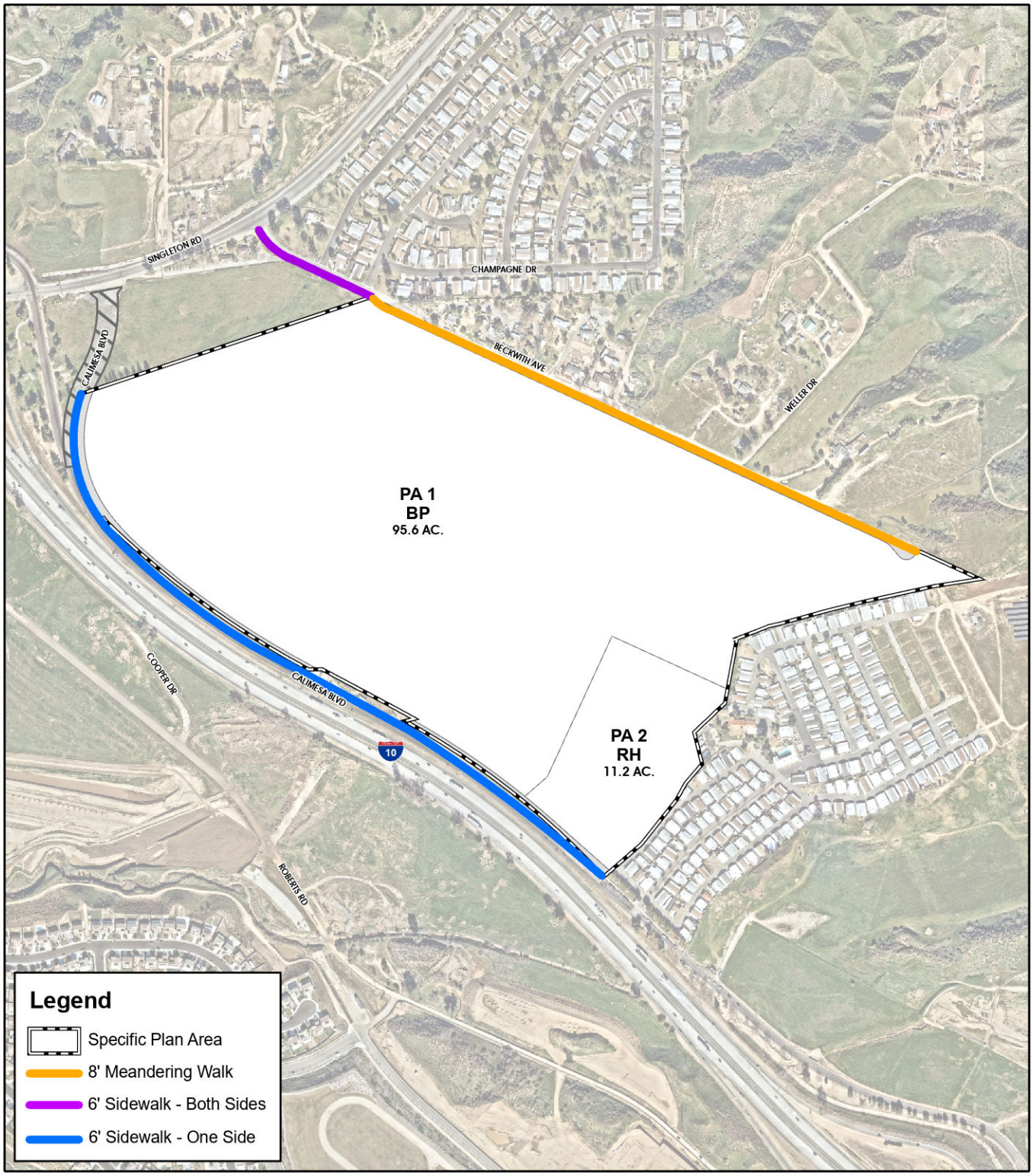
- **Private Drive Aisles**. Private drive aisles are proposed interior to the OVNSP area to connect individual planning areas to the public roadways described above. Within Planning Area 1, private drive aisles would provide vehicular access for automobiles and trucks to parking lots, truck lots, loading dock areas, etc. Private drive aisles also would serve the interior of Planning Area 2. The locations, alignments, and widths of interior private drive aisles and sidewalks and pedestrian paths would be determined in conjunction with the design of implementing development plans.

- **Non-Vehicular Circulation.** The OVNSP would encourage access and circulation within and surrounding the Specific Plan area via non-motorized means. As shown in Figure 3-5, *Oak Valley North Specific Plan Non-Vehicular Circulation and Mobility Plan*, the Specific Plan provides for a sidewalks along the northeastern side of Calimesa Boulevard and along the western side of Beckwith Avenue between Singleton Road and Planning Area 1, just outside the Specific Plan area boundary. Additionally, a multi-use trail is provided across Planning Area 1 within the 25-foot easement abutting the southwestern side of Beckwith Avenue; the pathway would connect to the existing sidewalk located just outside the Specific Plan area boundary leading toward and connecting to Singleton Road. Additional pedestrian pathways and connections would be identified on the site development plans for the business park and residential areas and established in association with development.

2. OVNSP Water Plan

Potable water service in the Project area is provided by the Yucaipa Valley Water District (YVWD). To fully service the proposed Project, a portion of the OVNSP area would need to be annexed into the YVWD service area, requiring approvals by the Riverside County Local Agency Formation Commission (LAFCO) and the YVWD. As depicted in Figure 3-6, *Oak Valley North Specific Plan Potable Water Infrastructure Plan*, an existing 24-inch diameter YVWD water line is located within the Calimesa Boulevard ROW and an existing 16-inch diameter YVWD water line is located within the Beckwith Avenue ROW. A new 12-inch diameter water line is proposed to be installed within the Calimesa Boulevard right-of-way abutting a portion of Planning Areas 1 and 2, which would serve Planning Areas 1 and 2. Additionally, a new 12-inch line is proposed to be installed within the central portion Planning Area 1 with a point of connection at Calimesa Boulevard, providing connections to the business park uses within the Planning Area.

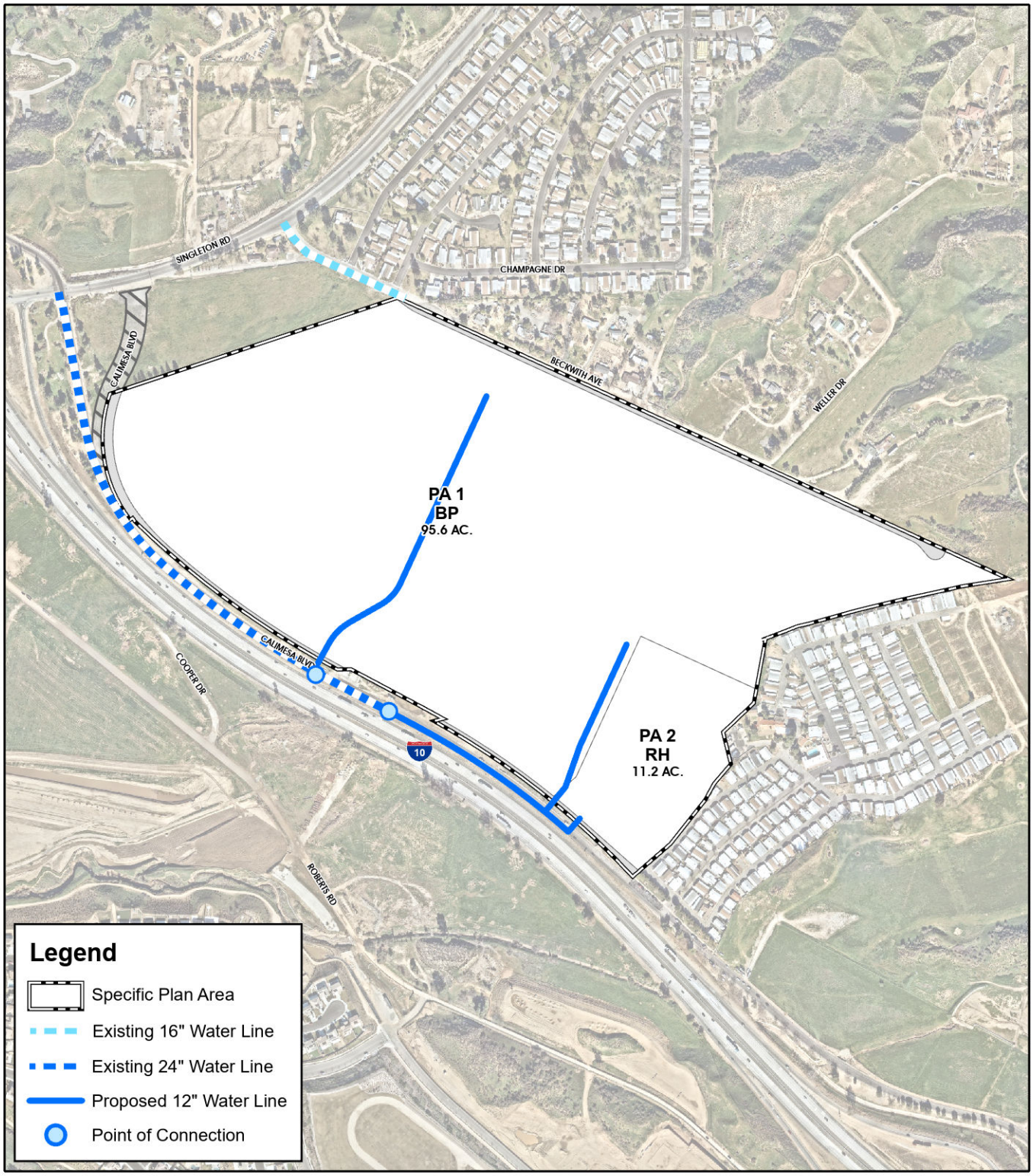
Recycled water also is available from the YVWD to service the OVNSP area. As depicted in Figure 3-7, *Oak Valley North Specific Plan Recycled Water Infrastructure Plan*, an existing 24-inch diameter YVWD recycled water line intersects Calimesa Boulevard on the west side of the OVNSP area, going underneath I-10. The YVWD has plans to install a 24-inch diameter recycled water line along the Calimesa Boulevard ROW and the future use of recycled water within the OVNSP area is dependent upon service availability.



Source(s): ESRI, NearMap (2023), RCTLMA (2022)

Figure 3-5

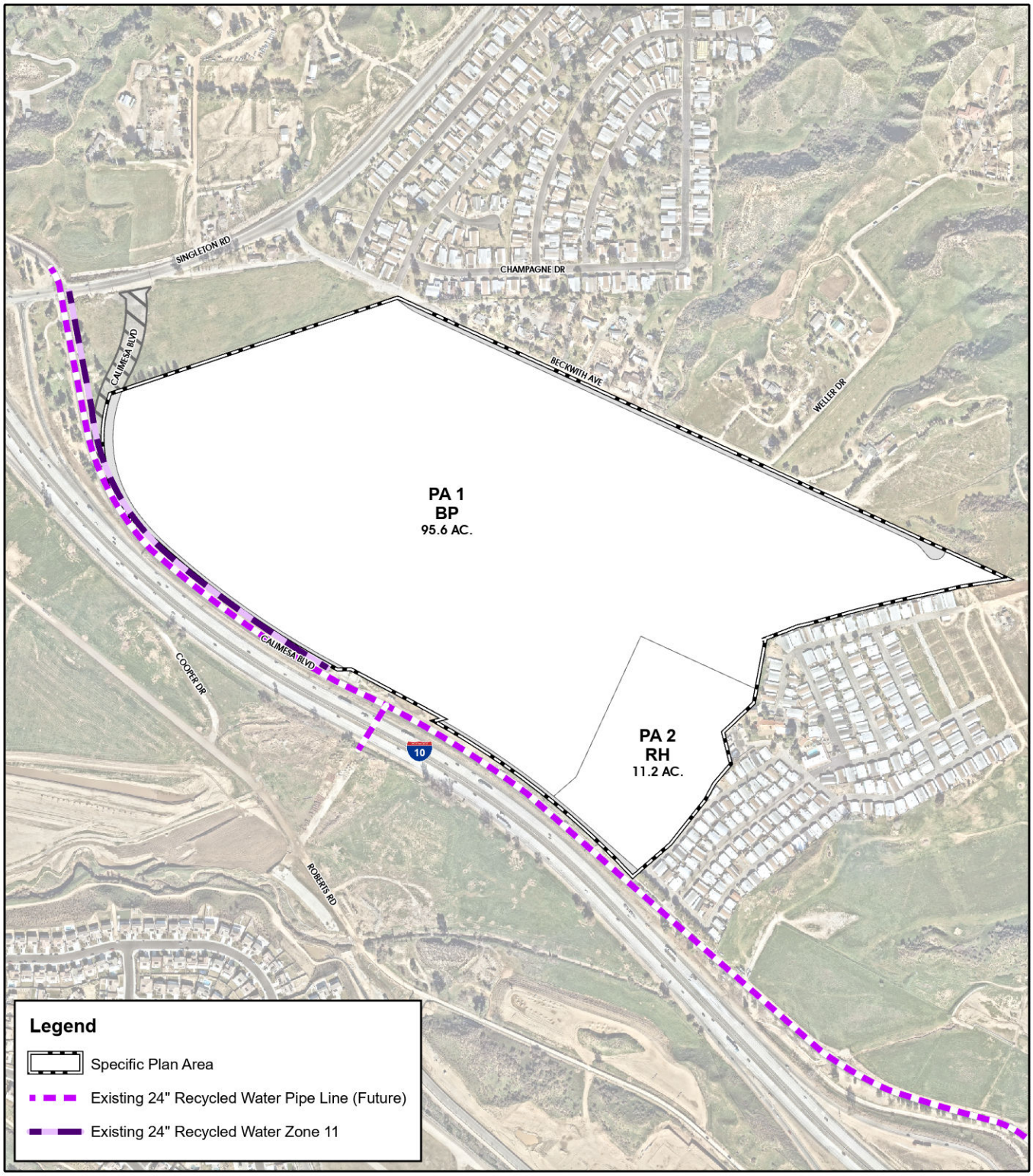
Oak Valley North Specific Plan
Non-Vehicular Circulation and Mobility Plan



Source(s): ESRI, NearMap (2023), RCTLMA (2022), Webb Associates (2024)

Figure 3-6

Oak Valley North Specific Plan and Potable Water Infrastructure Plan



Source(s): ESRI, NearMap (2023), RCTLMA (2022), Webb Associates (2023)

Figure 3-7

Oak Valley North Specific Plan
Recycled Water Infrastructure Plan

3. OVNSP Sewer Plan

YVWD also provides sanitary sewer service for the Project area. As depicted in Figure 3-8, *Oak Valley North Specific Plan Sanitary Sewer Infrastructure Plan*, an existing 8-inch diameter sewer line is located along the Calimesa Boulevard ROW and an existing 8-inch diameter sewer line is located in the northwestern segment of the Beckwith Avenue ROW, between the Project site and Singleton Road. In addition to these existing sewer lines, an existing 6-inch sewer force main is located in the southern central portion of the OVNSP area and parallels the Calimesa Boulevard ROW. Proposed improvements include installing an 8-inch diameter sanitary sewer line along the central portion of Planning Area 1, which would serve Planning Area 1. Planning Area 2 would be served by the existing 8-inch sewer line located within Calimesa Boulevard. In addition, a sewer lift station extension would be installed in the Specific Plan area adjacent to Calimesa Boulevard to service development in the OVNSP area.

4. OVNSP Storm Water Management Plan

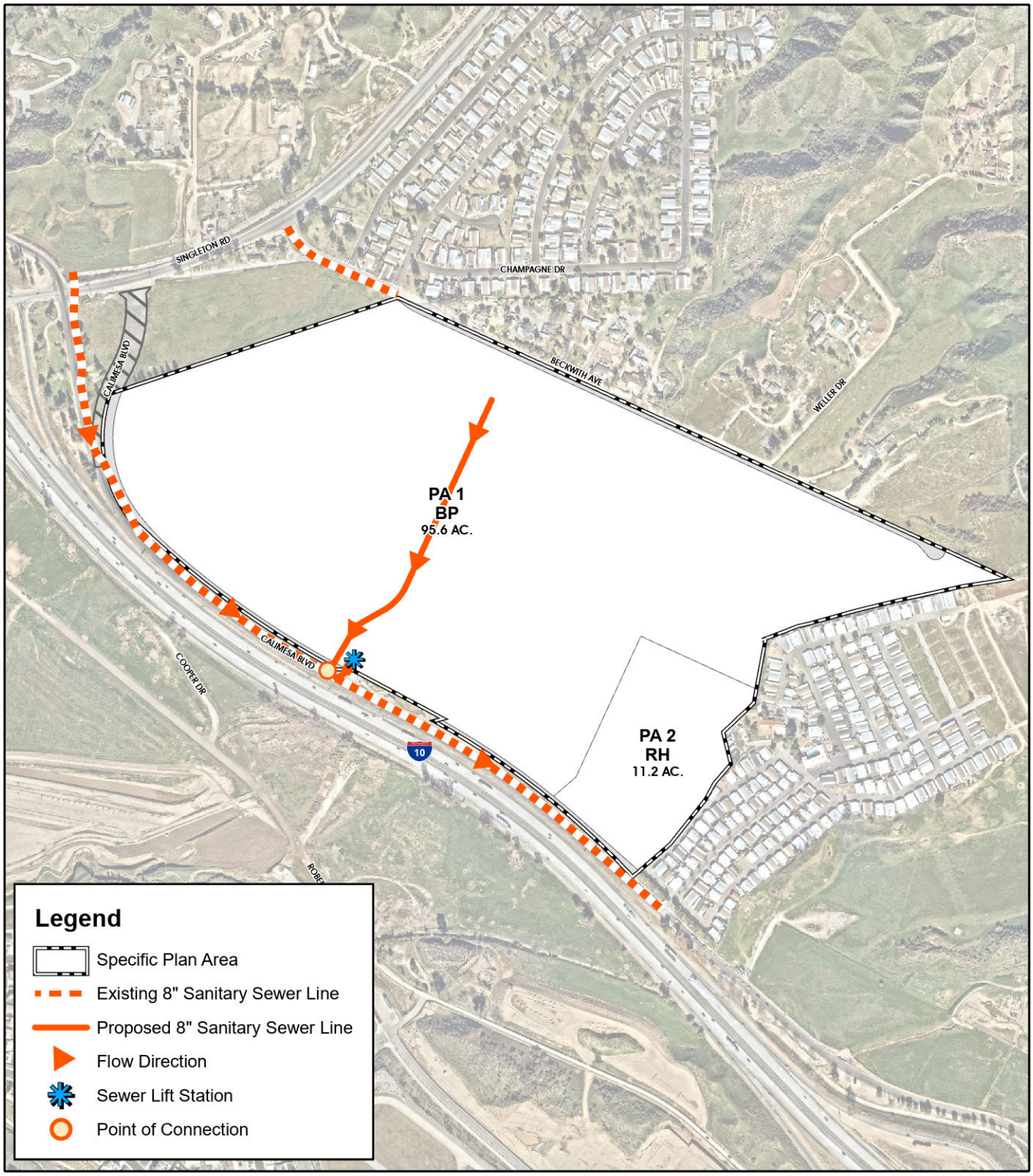
The master storm water drainage system serving the OVNSP area is shown in Figure 3-9, *Oak Valley North Specific Plan* Storm Drain Infrastructure Plan. No storm drain infrastructure system currently exists within the OVNSP area except for a limited number of storm drain culverts scattered along Beckwith Avenue and Calimesa Boulevard. Storm water improvements proposed as part of the OVNSP include the installation of 12-inch to 72-inch storm drain lines within the central portion of Planning Area 1, underground modular wetland system (MWS) vaults and underground detention systems, as well as general collection and conveyance infrastructure that includes use of various gutters and pipes. Off-site flows would be collected along Beckwith Avenue, ultimately flowing to Calimesa Boulevard and connecting with the existing storm drain conveyance system with flows being conveyed southwest across I-10 and would discharge into existing and planned drainage facilities.

5. OVNSP Dry Utilities Plan

Southern California Edison (SCE) and SoCalGas (SCG) provide electricity and natural gas service to the OVNSP area, respectively. Telephone, communication, and television services are offered by multiple carriers, including Dish, DirecTV, Frontier, and Spectrum. Gas, telephone, communication, television, and overhead lines are located within the Calimesa Boulevard and Beckwith Avenue ROWs. No new backbone dry utility infrastructure is proposed or anticipated within the OVNSP boundary as existing infrastructure can sufficiently serve development proposed within the OVNSP.

E. Proposed Grading Plan

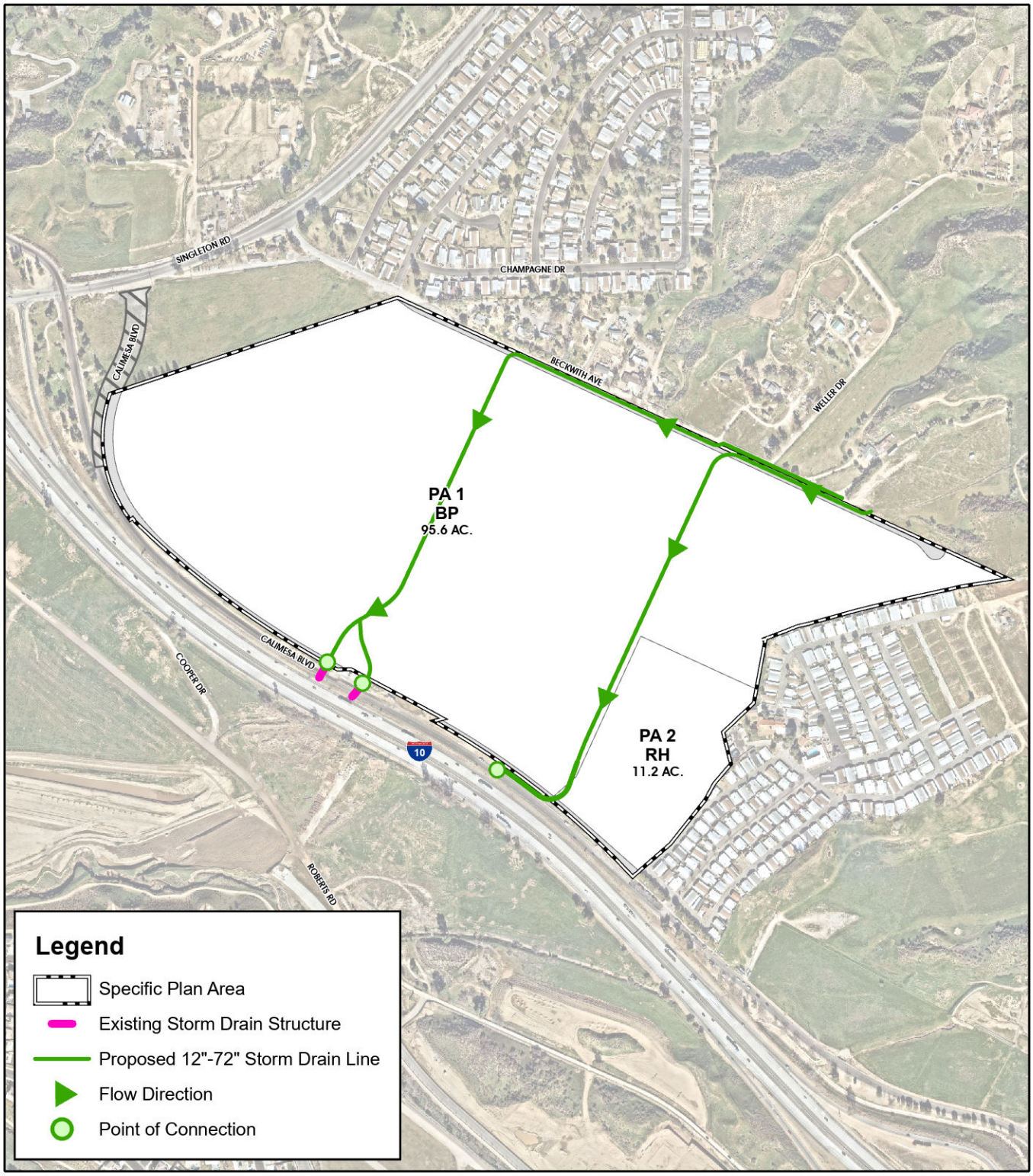
Figure 3-10, *Oak Valley North* Specific Plan Proposed Grading Plan, depicts the proposed mass grading concept for the OVNSP area. Grading of the OVNSP area would be required to prepare lots, roads, drainage, and water quality features for development. The total area of physical ground disturbance required, including off-site improvements, is expected to be a maximum of 124.4 acres, which would cover all on-site development and associated off-site road and infrastructure improvement needs. The total mass grading quantity is estimated at 921,241cubic yards (c.y.) of cut and 726,166c.y. of fill with 195,074c.y. of export. A receiver site



Source(s): ESRI, NearMap (2023), RCTLMA (2022), Webb Associates (2024)

Figure 3-8

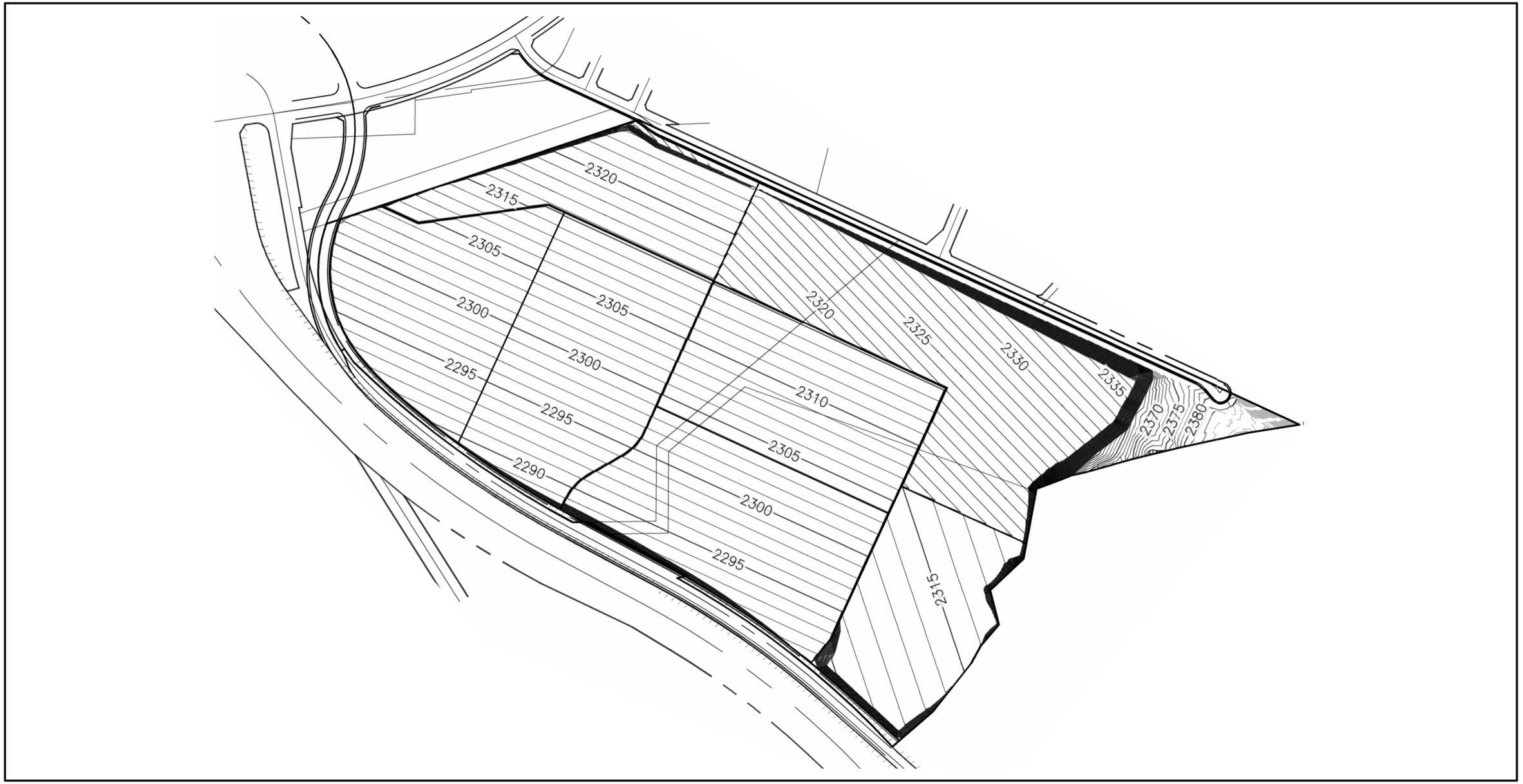
Oak Valley North Specific Plan Sanitary Sewer Infrastructure Plan



Source(s): ESRI, NearMap (2023), RCTLMA (2022), Webb Associates (2024)

Figure 3-9

Oak Valley North Specific Plan Storm Drain Infrastructure Plan



Source(s): Albert A. Webb Associates (11-06-2023)

Figure 3-10

Not to Scale

Oak Valley North Specific Plan Proposed Grading Plan

for the exported earthwork was undetermined at the time this EIR was prepared but is expected to be within a radius of no more than 20 miles from the Project site.

F. Proposed Phasing Plan

The OVNSP also includes a proposed phasing plan to guide future development within the ONVSP area. As shown in Figure 3-11, *Oak Valley North Specific Plan Conceptual Phasing Plan*, the development of the OVNSP area is expected to occur in two phases in response to market demands and according to a logical and orderly extension of roadways, public utilities, and infrastructure. Phase 1 would include Planning Area 1 and Phase 2 would include Planning Area 2. These phases may be developed as subphases and may occur either sequentially or concurrently with one another.

G. Proposed Design Guidelines

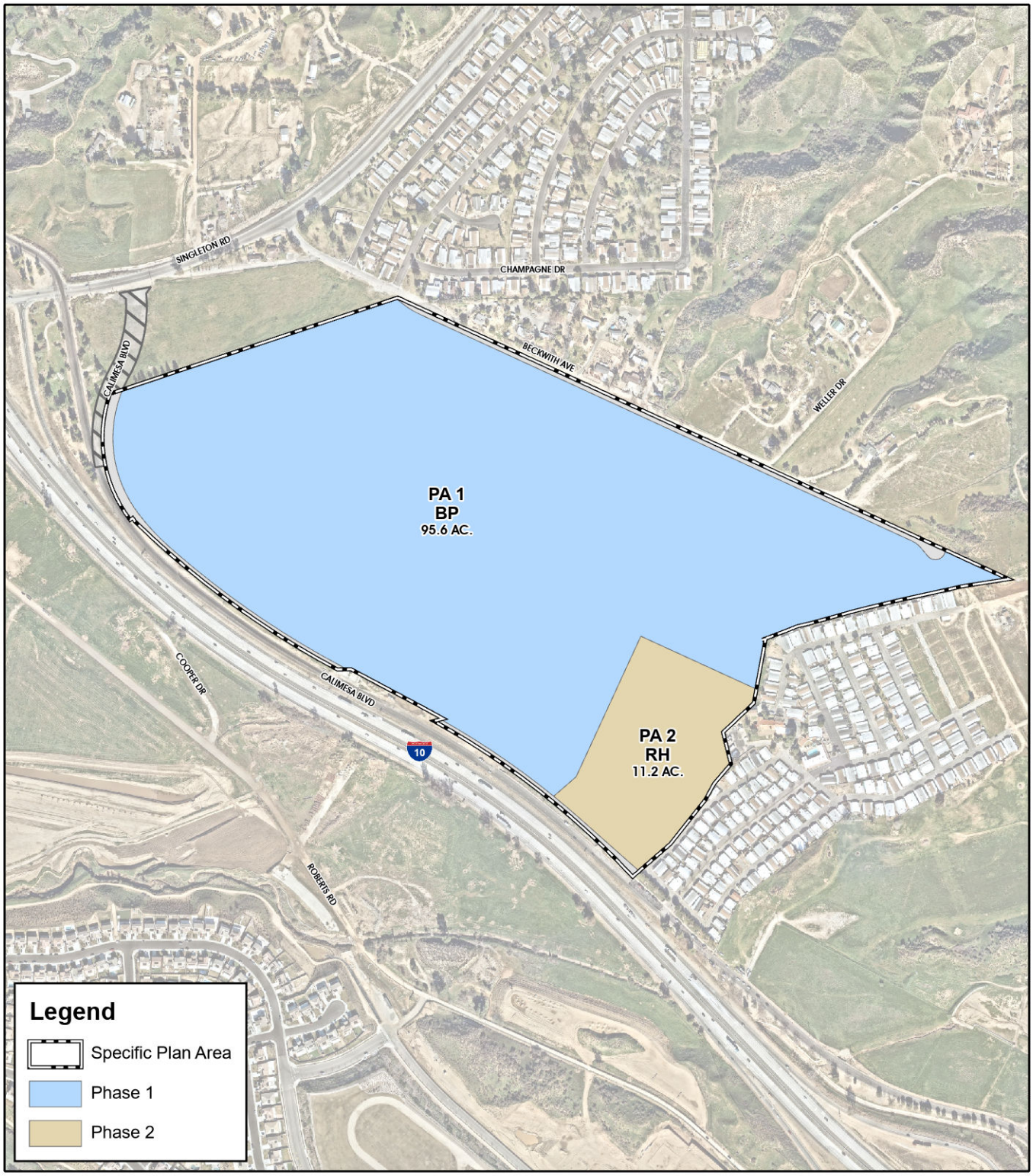
OVNSP Chapter 6, Design Guidelines, and Chapter 7, Landscape Design Guidelines, set forth guidelines to for aesthetic components of development within the OVNSP area. The Design Guidelines include guidelines related to design theme, site planning, architectural styles, building placement/orientation, building form/massing, building articulation/details, colors/materials, utilitarian elements, roofs, site access, parking, building entries, and signage. The Landscape Design Guidelines address the overall landscape theme and the design of fences/walls, outdoor lighting, irrigation, streetscape treatments, landscape interfaces, and entries/monuments.

H. Proposed Implementation Plan

OVNSP Chapter 8, Implementation, provides an implementation plan, which is intended to facilitate the processing and approval of development plans and implementing permits necessary to build out the OVNSP area. The Implementation Chapter also specifies the entities that are responsible for construction, financing, and ongoing repair and maintenance of the various physical attributes to be developed inside the Specific Plan area. Minor adjustments and modifications to the Specific Plan after its approval would be subject to Planning Director approval. Substantive revisions would require a Specific Plan Amendment subject to the review and approval of the City Council.

3.5.4 Tentative Parcel Map No. 38589 (TPM 38589)

Tentative Parcel Map No. 38589 (TPM 38589) is proposed to subdivide the 110.2-acre Project site to create legal parcels for the development of the various land uses proposed on the site. As shown on Figure 3-12, *Tentative Parcel Map No. 38589*, and as summarized in Table 3-2, *TPM 38589 Parcel Summary*, TPM 38589 would establish a total of seven parcels. Parcels 1 through 6 correspond to proposed Planning Area 1 of the OVNSP and Parcel 7 corresponds to proposed Planning Area 2 of the OVNSP. TPM 38589 also identifies ROW vacations along Calimesa Boulevard, proposed ROW dedications, existing easements that apply within the Project site, and roadway cross sections for proposed improvements to Calimesa Boulevard and Beckwith Road.



Source(s): ESRI, NearMap (2023), RCTLMA (2022)

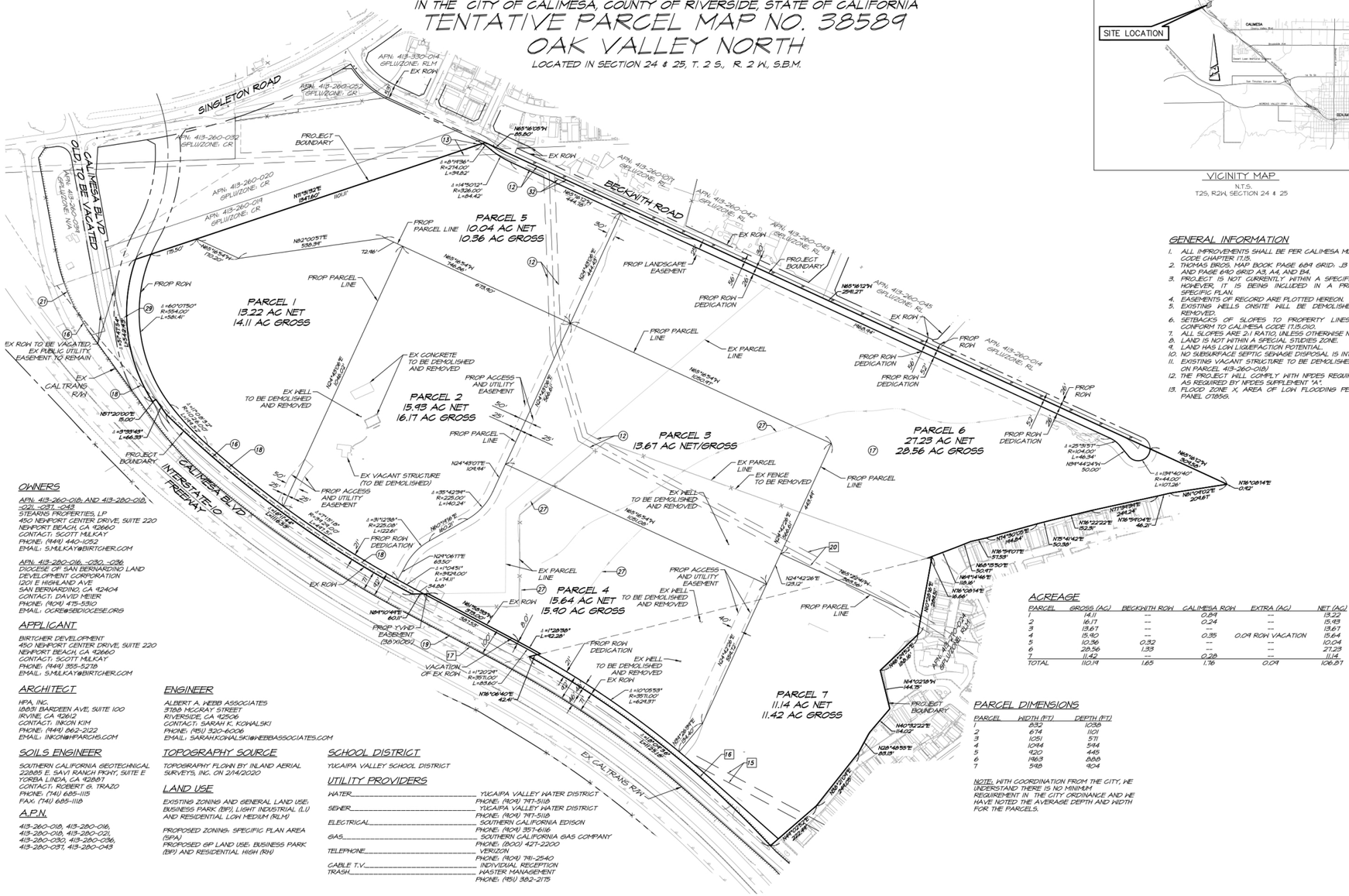
Figure 3-11
Oak Valley North Specific Plan
Conceptual Phasing Plan

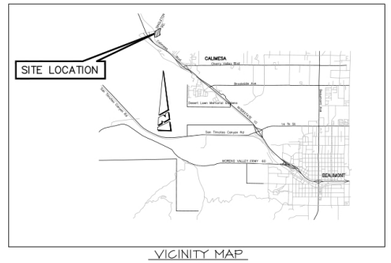
IN THE CITY OF CALIMESA, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

TENTATIVE PARCEL MAP NO. 38589

OAK VALLEY NORTH

LOCATED IN SECTION 24 & 25, T. 2 S., R. 2 W., S.B.M.





VICINITY MAP
N.T.S.
T2S, R2W, SECTION 24 & 25

GENERAL INFORMATION

1. ALL IMPROVEMENTS SHALL BE PER CALIMESA MUNICIPAL CODE CHAPTER 17.15.
2. THOMAS BROS. MAP BOOK: PAGE 684 GRID: J3 AND J4, AND PAGE 640 GRID A3, A4, AND B4.
3. PROJECT IS NOT CURRENTLY WITHIN A SPECIFIC PLAN. HOWEVER, IT IS BEING INCLUDED IN A PROPOSED SPECIFIC PLAN.
4. EASEMENTS OF RECORD ARE PLOTTED HEREON.
5. EXISTING WELLS ONSITE WILL BE DEMOLISHED AND REMOVED.
6. SETBACKS OF SLOPES TO PROPERTY LINES SHALL CONFORM TO CALIMESA CODE 17.15.010.
7. ALL SLOPES ARE 2:1 RATIO, UNLESS OTHERWISE NOTED.
8. LAND IS NOT WITHIN A SPECIAL STUDIES ZONE.
9. LAND HAS LOW LIQUEFACTION POTENTIAL.
10. NO SUBSURFACE SEPTIC SEWAGE DISPOSAL IS INTENDED.
11. EXISTING VACANT STRUCTURE TO BE DEMOLISHED (ONLY ON PARCEL 413-260-018)
12. THE PROJECT WILL COMPLY WITH NPDES REQUIREMENTS AS REQUIRED BY NPDES SUPPLEMENT "A"
13. FLOOD ZONE X, AREA OF LOW FLOODING PER FEMA PANEL 07856.

OWNERS

APN: 413-260-018 AND 413-280-018, -021, -031, -043
STEARNS PROPERTIES, LP
450 NEWPORT CENTER DRIVE, SUITE 220
NEWPORT BEACH, CA 92660
CONTACT: SCOTT MULKAY
PHONE: (949) 440-1052
EMAIL: S.MULKAY@BIRTCHER.COM

APN: 413-280-016, -030, -036
DIOCESE OF SAN BERNARDINO LAND DEVELOPMENT CORPORATION
1201 E HIGHLAND AVE
SAN BERNARDINO, CA 92404
CONTACT: DAVID MEIER
PHONE: (909) 475-5310
EMAIL: OCRE@SBDIOCESE.ORG

APPLICANT

BIRTCHER DEVELOPMENT
450 NEWPORT CENTER DRIVE, SUITE 220
NEWPORT BEACH, CA 92660
CONTACT: SCOTT MULKAY
PHONE: (949) 355-5278
EMAIL: S.MULKAY@BIRTCHER.COM

ARCHITECT

HPA, INC.
18831 BARDEEN AVE, SUITE 100
IRVINE, CA 92612
CONTACT: INKON KIM
PHONE: (949) 862-2122
EMAIL: INKON@HPARCHS.COM

SOILS ENGINEER

SOUTHERN CALIFORNIA GEOTECHNICAL
22885 E. SAVI RANCH PKWY, SUITE E
YORBA LINDA, CA 92887
CONTACT: ROBERT G. TRAZO
PHONE: (714) 685-1115
FAX: (714) 685-1118

A.P.N.

413-260-018, 413-280-016, 413-280-018, 413-280-021, 413-280-030, 413-280-036, 413-280-037, 413-280-043

ENGINEER

ALBERT A. WEBB ASSOCIATES
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RIVERSIDE, CA 92506
CONTACT: SARAH K. KOHALSKI
PHONE: (951) 320-6006
EMAIL: SARAH.KOHALSKI@WEBBASSOCIATES.COM

TOPOGRAPHY SOURCE

TOPOGRAPHY FLOWN BY INLAND AERIAL SURVEYS, INC. ON 2/14/2020

LAND USE

EXISTING ZONING AND GENERAL LAND USE: BUSINESS PARK (BP), LIGHT INDUSTRIAL (LI) AND RESIDENTIAL LOW MEDIUM (RLM)

PROPOSED ZONING: SPECIFIC PLAN AREA (SPA)
PROPOSED SP LAND USE: BUSINESS PARK (BP) AND RESIDENTIAL HIGH (RH)

SCHOOL DISTRICT

YUCAIPA VALLEY SCHOOL DISTRICT

UTILITY PROVIDERS

WATER	YUCAIPA VALLEY WATER DISTRICT PHONE: (909) 797-5118
SEWER	YUCAIPA VALLEY WATER DISTRICT PHONE: (909) 797-5118
ELECTRICAL	SOUTHERN CALIFORNIA EDISON PHONE: (909) 357-6116
GAS	SOUTHERN CALIFORNIA GAS COMPANY PHONE: (800) 427-2200
TELEPHONE	VERIZON PHONE: (909) 791-2540
CABLE T.V.	INDIVIDUAL RECEPTION
TRASH	WASTER MANAGEMENT PHONE: (951) 382-2175

ACREAGE

PARCEL	GROSS (AC)	BECKWITH ROW	CALIMESA ROW	EXTRA (AC)	NET (AC)
1	14.11	---	0.89	---	13.22
2	16.17	---	0.24	---	15.93
3	13.67	---	---	---	13.67
4	15.90	---	0.35	0.09 ROW VACATION	15.64
5	10.36	0.32	---	---	10.04
6	28.56	1.33	---	---	27.23
7	11.42	---	0.28	---	11.14
TOTAL	110.19	1.65	1.76	0.09	106.87

PARCEL DIMENSIONS

PARCEL	WIDTH (FT)	DEPTH (FT)
1	832	1288
2	674	1101
3	1051	571
4	1094	544
5	920	445
6	1963	868
7	548	904

NOTE: WITH COORDINATION FROM THE CITY, WE UNDERSTAND THERE IS NO MINIMUM REQUIREMENT IN THE CITY ORDINANCE AND WE HAVE NOTED THE AVERAGE DEPTH AND WIDTH FOR THE PARCELS.

Source(s): Albert A. Webb Associates (11-15-2023)

Figure 3-12

Not to Scale

Tentative Parcel Map No. 38589

Table 3-2 TPM 38589 Parcel Summary

Parcel	Gross Acreage	Beckwith ROW Dedication	Calimesa ROW Dedication	Other	Net Acreage
1	14.11	--	0.89	--	13.22
2	16.17	--	0.24	--	15.93
3	13.67	--	--	--	13.67
4	15.90	--	0.35	0.09 ROW Vacation	15.64
5	10.36	0.32	--	--	10.04
6	28.56	1.33	--	--	27.23
7	11.42	--	0.28		11.14
Total:	**110.19**	**1.65**	**1.76**	**0.09**	**106.87**

3.5.5 Development Plan Reviews (DPRs) and Conditional Use Permits (CUPs)

The Project Applicant is proposing six site-specific development plans (DPRs) and four conditional use permits (CUPs) to permit the development of four business park buildings within proposed Planning Area 1 of the OVNSP. Figure 3-13, *Master Site Plan*, depicts the overall master site plan for development within OVNSP Planning Area 1. Individual components of the proposed DPRs and CUPs are described in the following subsections. Refer to subsection 3.5.2.3.5.3 for a description of the abutting public roadway improvements that would occur in conjunction with the development of Planning Area 1.

A. Development Plan Reviews (DPR) 22-05/Conditional Use Permit (CUP) 22-02 (Building 1)

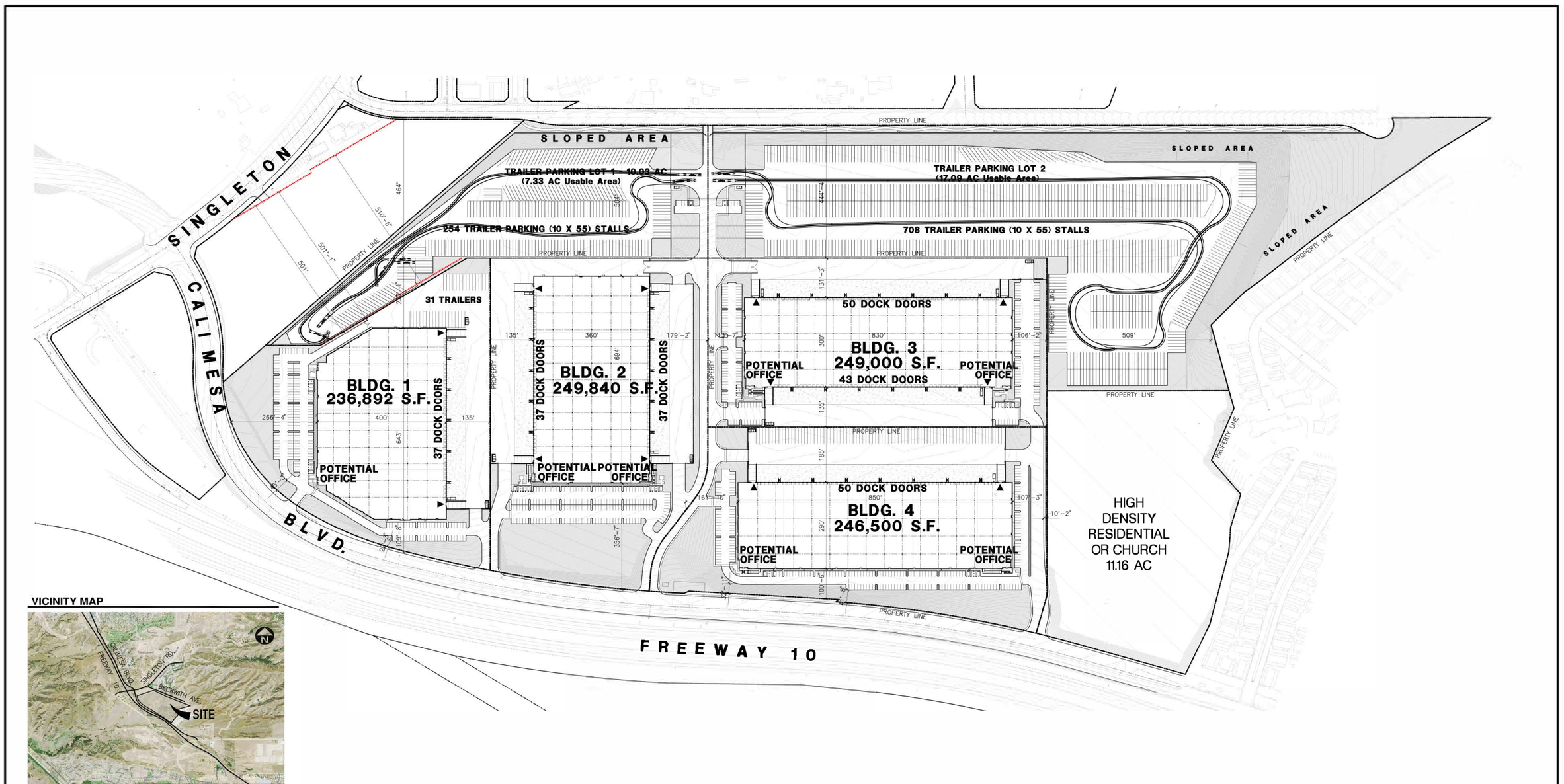
Development Plan Review 22-05 (DPR 22-05) and Conditional Use Permit 22-02 (CUP 22-02) are proposed to implement proposed Building 1 within the northern portion of proposed OVNSP Planning Area 1.

1. Site Plan and Building Configuration (Building 1)

As shown on Figure 3-14, *DPR 22-05/CUP 22-02 Overall Site Plan (Building 1),* Building 1 is proposed on approximately 13.22 net acres within the northwestern portion of proposed OVNSP Planning Area 1 and within Parcel 1 of TPM 38589. Building 1 would include a total of 236,832 s.f. of building area, including 20,000 of ancillary office uses, and 216,892 s.f. of warehouse space. A total of 37 truck docking doors are proposed along the southeastern façade of the building. A total of 30 truck trailer storage stalls are proposed to the northeast of Building 1, while 199 standard parking spaces for passenger vehicles are proposed to the north and west of Building 1. As shown on Figure 3-14, a landscaped buffer is proposed between Building 1 and Calimesa Boulevard. Access to the Building 1 site would be accommodated via two proposed driveway access driveways along Calimesa Boulevard, with the southern driveway consisting of a shared driveway access with Building 2 to the south.

2. Grading and Site Work (Building 1)

Figure 3-15, *DPR 22-05/CUP 22-02 Conceptual Grading Plan (Building 1)*, depicts the proposed grading plan for the Building 1 site. As shown, the site would be graded in a manner that largely approximates the site's

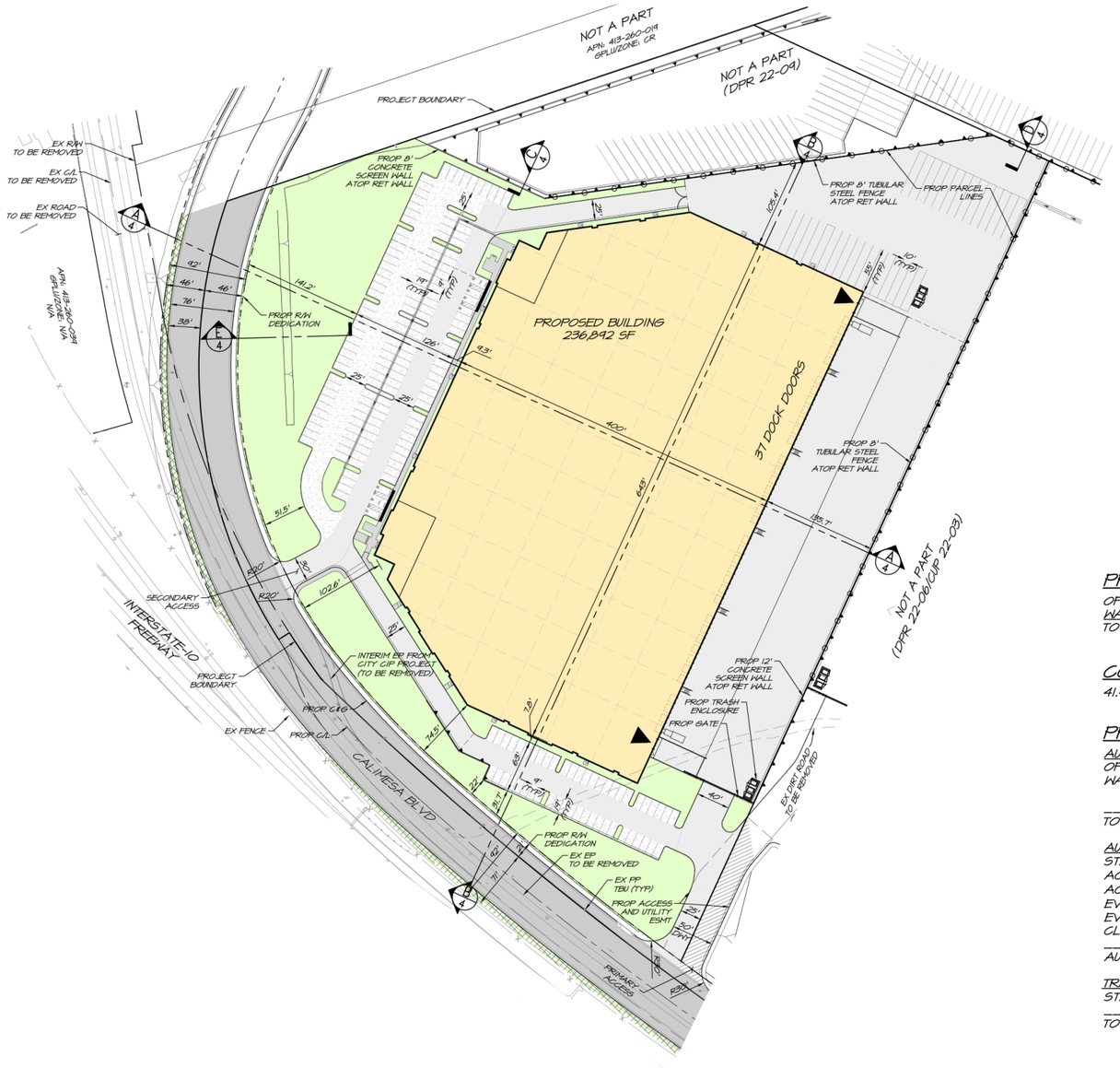


Source(s): HPA (November 2023)

Figure 3-13

Not to Scale

Master Site Plan



LEGEND

- EXISTING CENTER LINE
- EXISTING EDGE OF PAVEMENT
- EXISTING FENCE
- EXISTING POWER POLE
- PROJECT BOUNDARY
- PROPOSED CENTER LINE
- PROPOSED RIGHT-OF-WAY
- PROP BLDG
- PROP ONSITE LANDSCAPE
- PROP EASEMENT
- PROP PAVEMENT (AUTO STALLS)
- PROP PAVEMENT (HEAVY)
- PROP STREET
- PROP ONSITE SDWK
- PROP OFFSITE SDWK
- PROP OFFSITE LANDSCAPE
- EXTRA USABLE LAND

ABBREVIATIONS

BLDG	BUILDING
C&G	CURB AND GUTTER
CL	CENTER LINE
DWY	DRIVEWAY
EP	EDGE OF PAVEMENT
EX	EXISTING
PP	POWER POLE
PROP	PROPOSED
RET	RETAINING
R/W	RIGHT-OF-WAY
SDWK	SIDEWALK
TYP	TYPICAL
TBU	TO BE UNDERGROUNDED

PROPOSED BUILDING

OFFICE AREA	20,000 SF
WAREHOUSE	216,892 SF
TOTAL	236,892 SF

COVERAGE

41.4%

PROPOSED PARKING

AUTO PARKING REQUIRED:			
OFFICE:	1 PER 250 S.F. =	80	STALLS
WAREHOUSE:	1 PER 1000 S.F. (1ST 40K)=	40	STALLS
	1 PER 3000 S.F. (OVER 40K)=	59	STALLS
TOTAL REQUIRED:		179	STALLS
AUTO PARKING PROVIDED:			
STANDARD (9' x 19')		106	STALLS
ACCESSIBLE STALLS (9' X 19')		5	STALLS
ACCESSIBLE STALLS - VAN (12' X 19')		2	STALLS
EV CAPABLE (CHARGERS + SUPPLY EQUIP)		42	STALLS
EV CHARGERS INSTALLED		11	STALLS
CLEAN AIR/FEC/CARPOOL/BAN POOL VEHICLES		33	STALLS
AUTO TOTAL:		199	STALLS
TRAILER PARKING PROVIDED:			
STANDARD (10' x 55')		30	STALLS
TOTAL PROVIDED:		229	STALLS

Source(s): Albert A. Webb Associates (11-14-2023)

Figure 3-14

Not to Scale

DPR 22-05/CUP 22-02 Overall Site Plan (Building 1)

LEGEND

- PROP R/W
- PROP FLOWLINE
- PROPERTY BOUNDARY
- XXXX — PROP CONTOURS
- (XXXX) — EX CONTOURS
- SD — PROP SD
- PROP WQ TREATMENT BOX
- PROP SD INLET

ABBREVIATIONS

C&G	CURB AND GUTTER
C/L	CENTERLINE
EX	EXISTING
FG	FINISHED GRADE
FL	FLOWLINE
GB	GRADE BREAK
HP	HIGH POINT
LP	LOW POINT
RET	RETAINING
PROP	PROPOSED
SD	STORM DRAIN
ST LT	STREET LIGHT
TYP	TYPICAL
WQ	WATER QUALITY

ELEVATION NOTE: ADD 2200 TO VALUES 85.0 AND ABOVE AND ADD 2300 TO VALUES 15.0 AND BELOW

Source(s): Albert A. Webb Associates (11-14-2023)

Not to Scale

Figure 3-15

DPR 22-05/CUP 22-02 Conceptual Grading Plan (Building 1)

existing topographic conditions. Minor slopes also are proposed to the north and west of Building 1, which would be graded to provide slopes with slope angles ranging from 3:1 (horizontal:vertical) to 6:1. In addition, a retaining wall measuring between 5 feet and 19 feet in height is proposed along the eastern boundary and a portion of the southern boundary (terminating near the southwest corner of the building) of the Building 1 site. No blasting is required as part of grading activities on the Building 1 site.

3. Architectural Design (Building 1)

The proposed building elevations for Building 1 are depicted on Figure 3-16, *DPR 22-05/CUP 22-02 Conceptual Building Elevations (Building 1)*. As shown, the building would be painted with a mixture of white and grey with gold accent colors to help articulate the proposed building. The proposed office locations at the northwest and northeast corners of the building would be treated with glazing (glass) with black anodized mullions. The building would have a variable roofline with building heights ranging from 44 feet to 54 feet and 9 inches.

4. Landscaping (Building 1)

Landscaping proposed as part of Building 1 is depicted on Figure 3-17, *Overall Landscape Plan (Buildings 1 through 4)*. As shown, the Building 1 site would be landscaped with a mixture of trees, shrubs, and groundcover. Tree species proposed as part of the landscaping include 24-inch box blue Palo Verde (*Cercidium* 'Desert Museum'), 24-inch box chitalpa (*Chitalpa Tashkentensis*), 24-inch box toyon (*Heteromeles arbutifolia*), 48-inch box olive (*Olea europaea*), 24-inch box Canary Island pine (*Pinus canariensis*), 24-inch box Afghan Pine (*Pinus eldarica*), 24-inch box Chinese pistache (*Pistacia chinensis*), 24-inch box California sycamore (*Platanus racemosa*), 48-inch box and 36-inch box coast live oak (*Quercus agrifolia*), 24-inch box African sumac (*Rhus lancea*), and 24-inch box Brisbane box (*Tristania conferta*).

5. Walls and Fencing (Building 1)

As previously shown on Figure 3-14 Figure 3-15, and as shown on Figure 3-18, *Overall Wall and Fence Plan*, a screen wall measuring up to 12 feet in height is proposed in the southwestern portion of the Building 1 site, at the truck court entrance to the south of the building. Additionally, a screen wall measuring up to 8 feet in height is proposed along the northeast corner of the Building 1 site. One metal gate is proposed at the entrance of the truck court and one mental swinging gate is proposed at the exit of the truck court, restricting access to the truck docking area. Tubular steel fencing would be provided along the property lines of the site. As previously noted, a retaining wall measuring between 5 feet and 19 feet in height is proposed along the eastern boundary and a portion of the southern boundary (terminating near the southwest corner of the building) of the Building 1 site.

6. Utilities (Building 1)

Figure 3-19, *DPR 22-05/CUP 22-02 Conceptual Utility Plan (Building 1)*, depicts the proposed utility plan for the Building 1 site, which implements the utility plans included as part of the proposed OVNSP (as described in subsection 3.5.2.3.5.3.D). As shown, domestic and fire water service Building 1 would be provided via two

Source(s): HPA (05-12-2023)

Figure 3-16

Not to Scale

DPR 22-05/CUP 22-02 Conceptual Building Elevations (Building 1)

PLANTING LEGEND

TREES

SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	MUCOLS	REMARKS
	Cercidium 'Desert Museum' Blue Palo Verde	24" Box	53	L	Standard
	Chitalpa tashkentensis Chitalpa	24" Box	91	L	Standard
	Heteromeles arbutifolia Toyon	24" Box	32	L	Multi
	Olea europaea Olive	48" Box	33	L	Multi
	Pinus canariensis Canary Island Pine	24" Box	48	M	Standard
	Pinus halepensis Aleppo Pine	24" Box	217	L	Standard
	Pistacia chinensis Chinese Pistache	24" Box	151	L	Standard
	Platanus racemosa California Sycamore	24" Box	32	M	10hr Branch
	Quercus agrifolia Coast Live Oak	48" Box 96" Box	48 50	M M	Multi Multi
	Rhus lancea African Sumac	24" Box	113	L	Standard
	Tristania conferta Brisbane Box	24" Box	90	M	Standard

SHRUBS

SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	MUCOLS	SPACING
	Aloe vera Aloe	5 Gal	73	L	L
	Bulbine f. 'Hallmark' Bulbine	5 Gal	112	L	3' OC 2' Side Barrioscape
	Callistemon 'Little John' Dwarf Bottle Brush	5 Gal	289	M	3' OC 2' Side Barrioscape
	Cassia artemisioides Silverleaf Cassia	5 Gal	487	L	3' OC 2.5' Side Barrioscape
	Heteromeles arbutifolia Toyon	5 Gal	82	M	8' OC 3.5' Side Barrioscape
	Muhlenbergia rigens Deer Grass	5 Gal	123	M	3' OC 2.5' Side Barrioscape
	Rhamnus californica Coffeeberry	5 Gal	555	L	6' OC 2.5' Side Barrioscape
	Salvia apiana Autumn Sage	5 Gal	450	L	5' OC 2' Side Barrioscape
	Salvia leucantha Mexican Sage	5 Gal	255	L	5' OC 2' Side Barrioscape
	Rhaphiolepis 'Eclipse' Dwarf Rosemary	5 Gal	165	L	5' OC 2' Side Barrioscape
	Rhaphiolepis 'Clara' Boo Dwarf Coast Rosemary	5 Gal	807	L	5' OC 2' Side Barrioscape

GROUNDCOVER

SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING	MUCOLS	REMARKS
	Acacia redolens 'Low Boy' Dwarf Acacia	1 Gal	8' O.C.	L	
	Baccharis p. 'Pigeon Point' Dwarf Coyote Bush	1 Gal	8' O.C.	L	
	Myoporum parvifolium Creeping myo	1 Gal	36" O.C.	L	
	Rosmarinus o. 'Huntington Carpet' Prostrate Rosemary	1 Gal	48" O.C.	L	
	Trachelospermum jasminoides Star Jasmine	1 Gal	24" O.C.	M	

BUILDING & PARKING LOT LANDSCAPE AREA
173,800 SF - 20,400 SF LANDSCAPE = 12%

GENERAL NOTES:

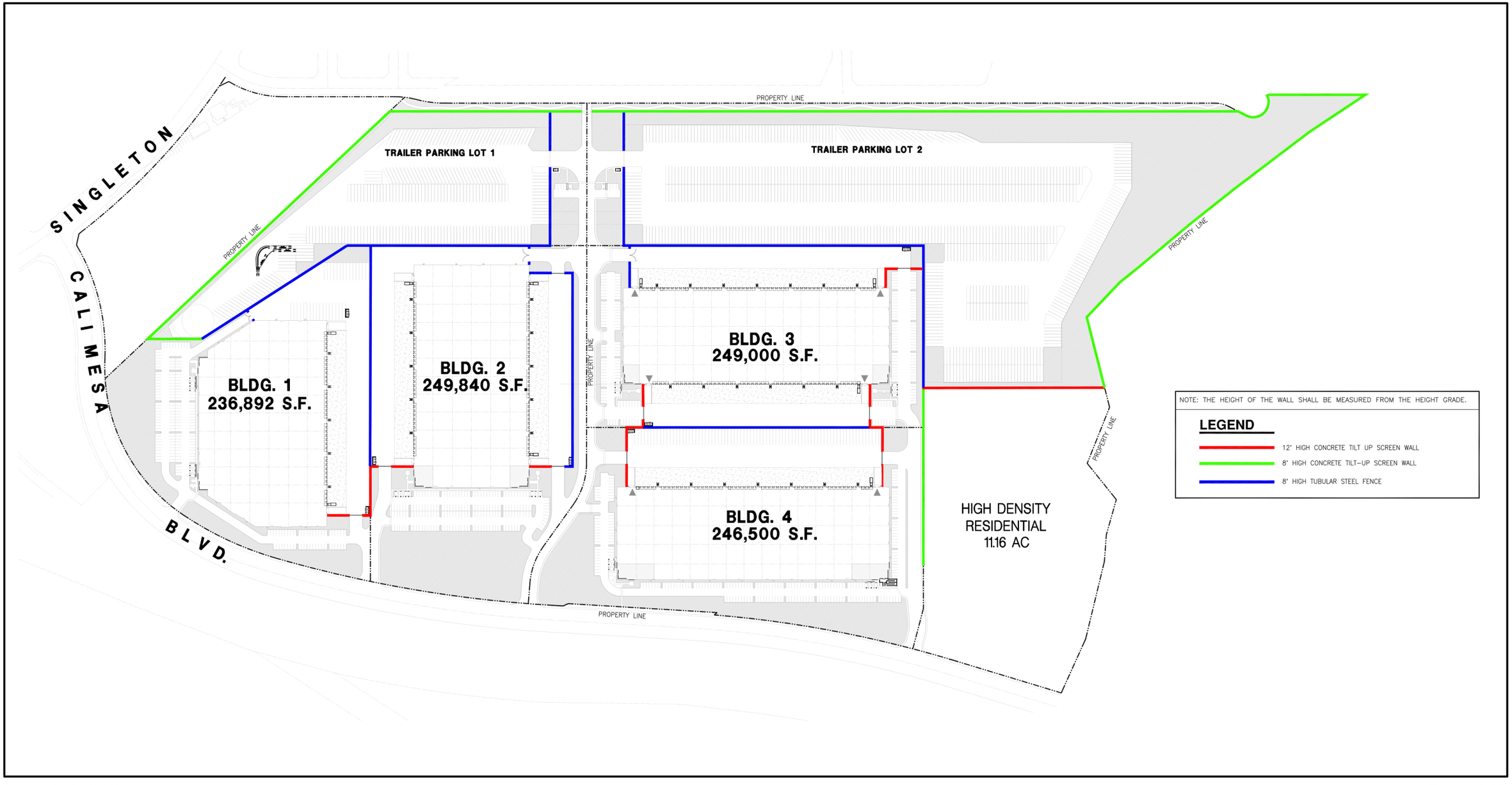
1. ALL PARKING AREAS ARE TO BE SCREENED FROM PUBLIC VIEW WITH A 3' HIGH HEDGE.
2. ALL PLANTERS ADJACENT TO PARKING STALLS SHALL HAVE A 6" RAISED CURB AND A 12" CONCRETE STEP OUT.
3. PROPERTY OWNER TO MAINTAIN ALL LANDSCAPE AREAS.
4. ALL TREES WITHIN 8' OF HARDSCAPE TO HAVE A 12" DEEP LINEAR ROOT BARRIER. SEE PLANTING DETAIL SHEET.
5. CONTRACTOR TO INSTALL CONCRETE MOWCURB BETWEEN PLANTER, ROCK & TURF AREAS.
   SEE PLANNING DETAIL SHEET.
6. ALL PLANTER AREAS TO RECEIVE A 2" LAYER OF SHREDDING ORGANIC MULCH.
7. ALL BACKFLOWS AND ABOVE GROUND EQUIPMENT TO BE PLACED AT LEAST 5' FROM HARDSCAPE ON FLAT AREA. ALL EQUIPMENT TO BE SCREENED WITH STRAP-LEAF SHRUBS.
8. SOIL COMPACTION TO BE NO GREATER THAN 85% ON LANDSCAPE AREAS.
9. ALL FINISH GRADES TO BE 1" BELOW FINISH SURFACE PAVING.
10. AGRONOMICAL SOIL TESTING REPORT TO BE INCLUDED IN LANDSCAPE PLANS.
11. TREES AT 15 YEARS ARE REQUIRED TO COVER 50% OF THE EMPLOYEE PARKING SPACES.

Source(s): Hunter Landscape (06-26-2023)

Figure 3-17

Not to Scale

Overall Landscape Plan (Buildings 1 through 4)

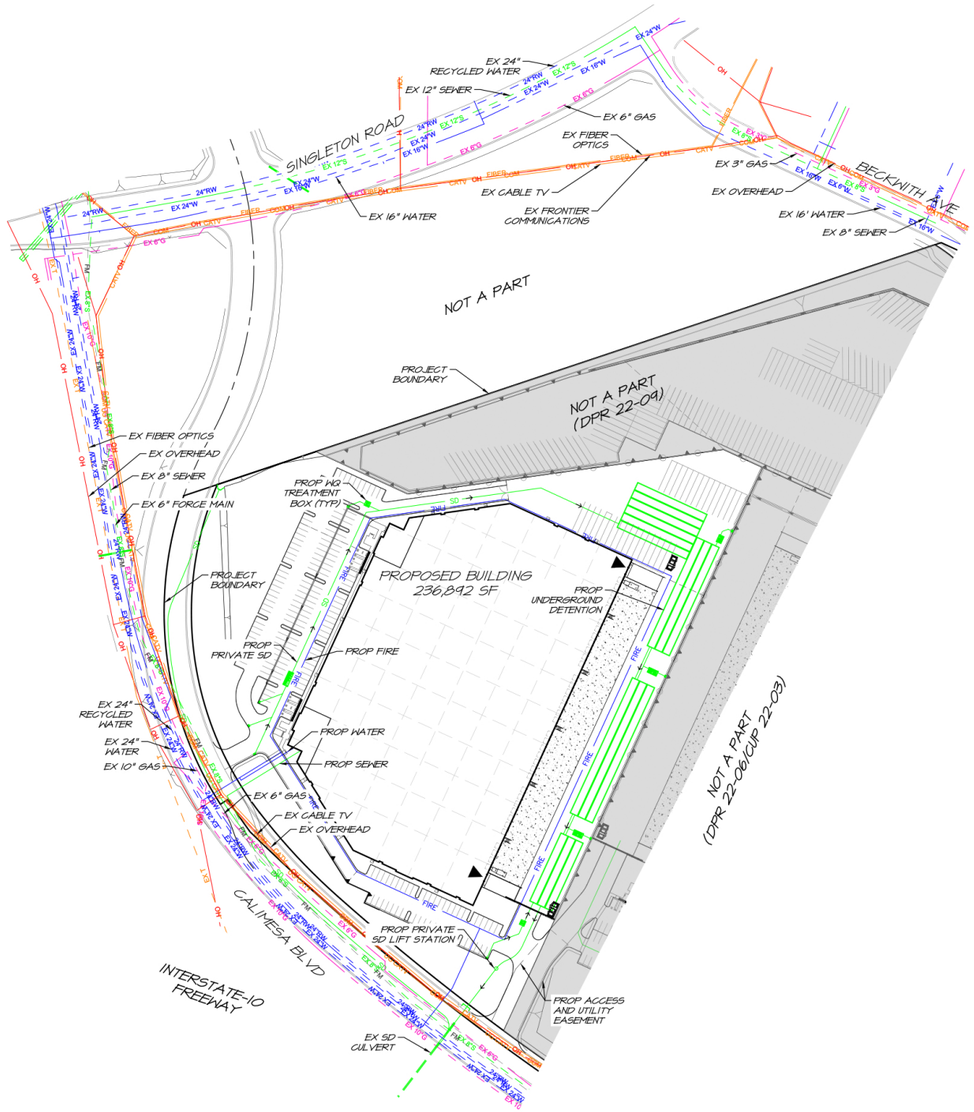


Source(s): HPA (10-12-2022)

Not to Scale

Figure 3-18

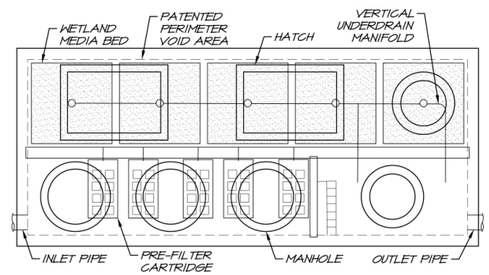
Overall Wall and Fence Plan



LEGEND

W	PROP WATER
SS	PROP SEWER
R/W	R/W
OH	EX OVERHEAD
EX 8"S	EX 8" SEWER
EX 10"S	EX 10" SEWER
EX 12"S	EX 12" SEWER
FM	EX 6" FORCE MAIN
SD	PROP SD
EX 16"W	EX 16" WATER
EX T	EX FIBER OPTICS
EX 2"G	EX 2" GAS
EX 6"G	EX 6" GAS
EX 10"G	EX 10" GAS
COM	EX FRONTIER COMMUNICATIONS
UG CATV	EX CABLE TELEVISION
EX 24"W	EX 24" WATER
24"RW	EX 24" RECYCLED WATER
FIRE	PROP FIRE MAIN
	PROP SD INLET
	PROP FH
	PROP WQ TREATMENT BOX
	DRAINAGE FLOW DIRECTION

EX	EXISTING	PROP	PROPOSED
R/W	RIGHT OF WAY	ST LT	STREET LIGHT
SD	STORM DRAIN	TYP	TYPICAL
FH	FIRE HYDRANT	WQ	WATER QUALITY



WATER QUALITY TREATMENT BOX
PER CONTECH MODULAR WETLANDS
LINEAR STORMWATER BIORETENTION
(OR APPROVED EQUAL)
NTS

Source(s): Albert A. Webb Associates (11-14-2023)

Figure 3-19

Not to Scale

DPR 22-05/CUP 22-02 Conceptual Utility Plan (Building 1)

points of connection to the existing 24-inch water line within Calimesa Boulevard. Sewer service for Building 1 would be provided via a proposed on-site sewer line that would connect to an existing 8-inch sewer line within Calimesa Boulevard. As shown on Figure 3-19, a series of catch basins and storm drain lines are proposed around Building 1, which would route first flush runoff towards one of several underground MWS systems for water quality treatment. Following water quality treatment, flows generated on the Building 1 site would be discharged into the proposed underground detention system. Mitigated flows would be conveyed to Calimesa Boulevard and connecting with the existing storm drain conveyance system. The proposed MWS vaults contain an internal bypass weir structure that would allow for runoff from larger storm events to bypass the vaults and enter the on-site storm drain facilities.

B. Development Plan Review (DPR) 22-06 and Conditional Use Permit (CUP) 22-03 (Building 2)

Development Plan Review 22-06 (DPR 22-06) and Conditional Use Permit 22-03 (CUP 22-03) are proposed to implement proposed Building 2 within the central portion of proposed OVNSP Planning Area 1.

1. Site Plan and Building Configuration (Building 2)

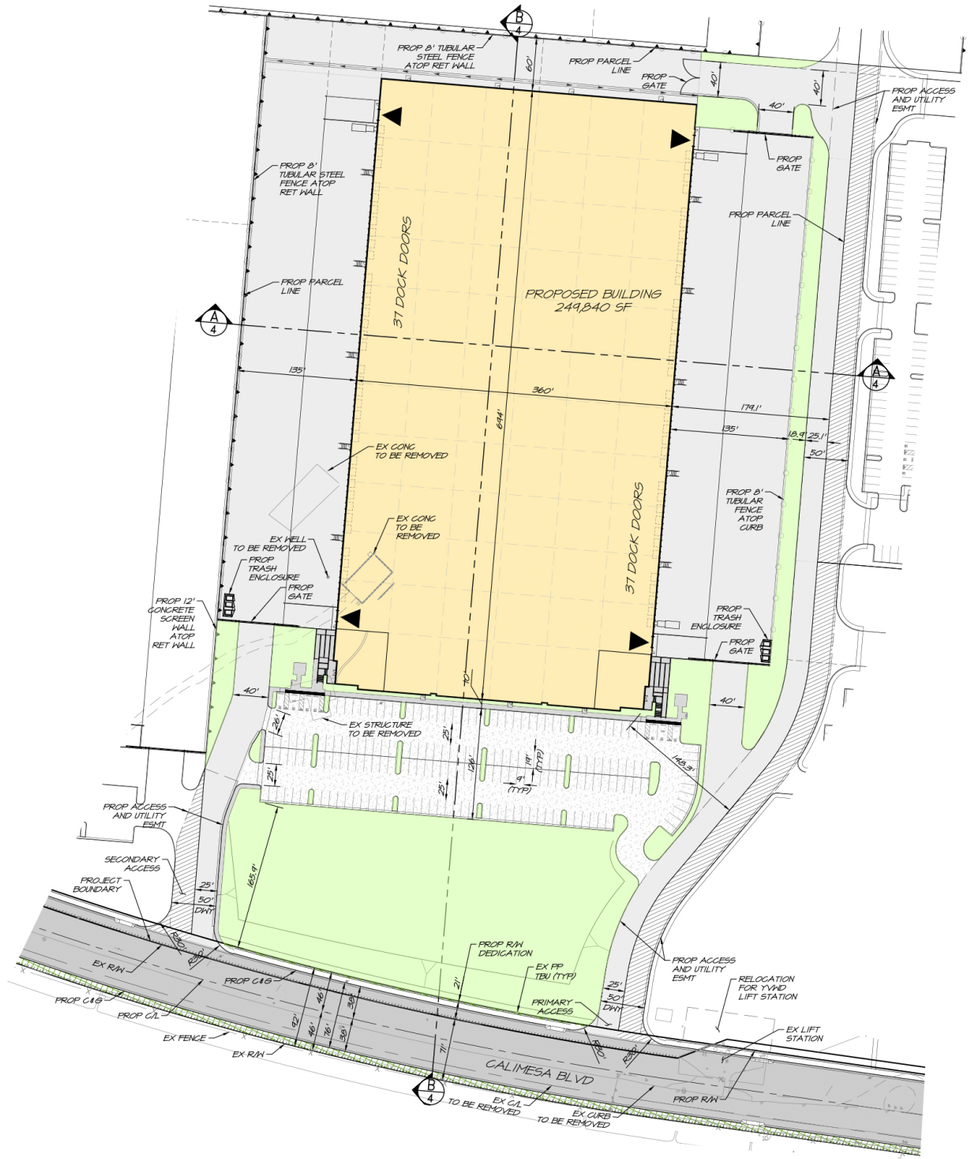
As shown on Figure 3-20, *DPR 22-06/CUP 22-03 Overall Site Plan (Building 2)*, Building 2 is proposed on approximately 15.93 net acres within the central portion of proposed OVNSP Planning Area 1 and within Parcel 2 of TPM 38589. Building 2 would include a total of 249,840 s.f. of building area, including 20,000 of ancillary office uses and 229,840 s.f. of warehouse space. A total of 74 truck docking doors are proposed, with 37 dock doors along the northwestern building façade and 37 dock doors along the southeastern building façade. A total of 190 standard parking spaces for passenger vehicles are proposed to the west of Building 2 and along the western façade of Building 2. As shown on Figure 3-20, a landscaped easement is proposed to the west of Building 2 to serve as a buffer between Building 2 and Calimesa Boulevard. Access to the Building 2 site would be accommodated by two driveways extending from Calimesa Boulevard, with the northern driveway consisting of a shared access driveway with Building 1 to the north and the southern driveway serving as a shared access with Building 3 and 4 to the south.

2. Grading and Site Work (Building 2)

Figure 3-21, *DPR 22-06/CUP 22-03 Conceptual Grading Plan (Building 2)*, depicts the proposed grading plan for the Building 2 site. Minor manufactured slopes having a slope angle of 3:1 are proposed to the west of Building 2 along Calimesa Boulevard. In addition, a retaining wall measuring between 5 feet and 17 feet is proposed along a portion of the northern boundary and eastern boundary of the Building 2 site. No blasting is required as part of grading activities on the Building 2 site.

3. Architectural Design (Building 2)

The proposed building elevations for Building 2 are depicted on Figure 3-22, *DPR 22-06/CUP 22-03 Conceptual Building Elevations (Building 2)*. As shown, the building would be painted with a mixture of white and grey with gold accent colors to help articulate the proposed building. The proposed office locations at the



LEGEND

- EXISTING CENTER LINE
- EXISTING EDGE OF PAVEMENT
- EXISTING FENCE
- EXISTING POWER POLE
- PROJECT BOUNDARY
- PROPOSED CENTER LINE
- PROPOSED RIGHT-OF-WAY
- PROP BLDG
- PROP ONSITE LANDSCAPE
- PROP ONSITE SDWK
- PROP EASEMENT
- PROP PAVEMENT (AUTO STALLS)
- PROP PAVEMENT (HEAVY)
- PROP STREET
- PROP ONSITE SDWK
- PROP OFFSITE SDWK
- PROP OFFSITE LANDSCAPE
- EXTRA USABLE LAND

ABBREVIATIONS

BLDG	BUILDING
C&G	CURB AND GUTTER
CL	CENTER LINE
DWY	DRIVEWAY
EP	EDGE OF PAVEMENT
EX	EXISTING
PP	POWER POLE
PROP	PROPOSED
RET	RETAINING
R/W	RIGHT-OF-WAY
SDWK	SIDEWALK
TYP	TYPICAL
TBU	TO BE UNDERGROUNDED

PROPOSED BUILDING

OFFICE AREA	20,000 SF
WAREHOUSE	229,840 SF
TOTAL	249,840 SF

COVERAGE

32.9%

PROPOSED PARKING

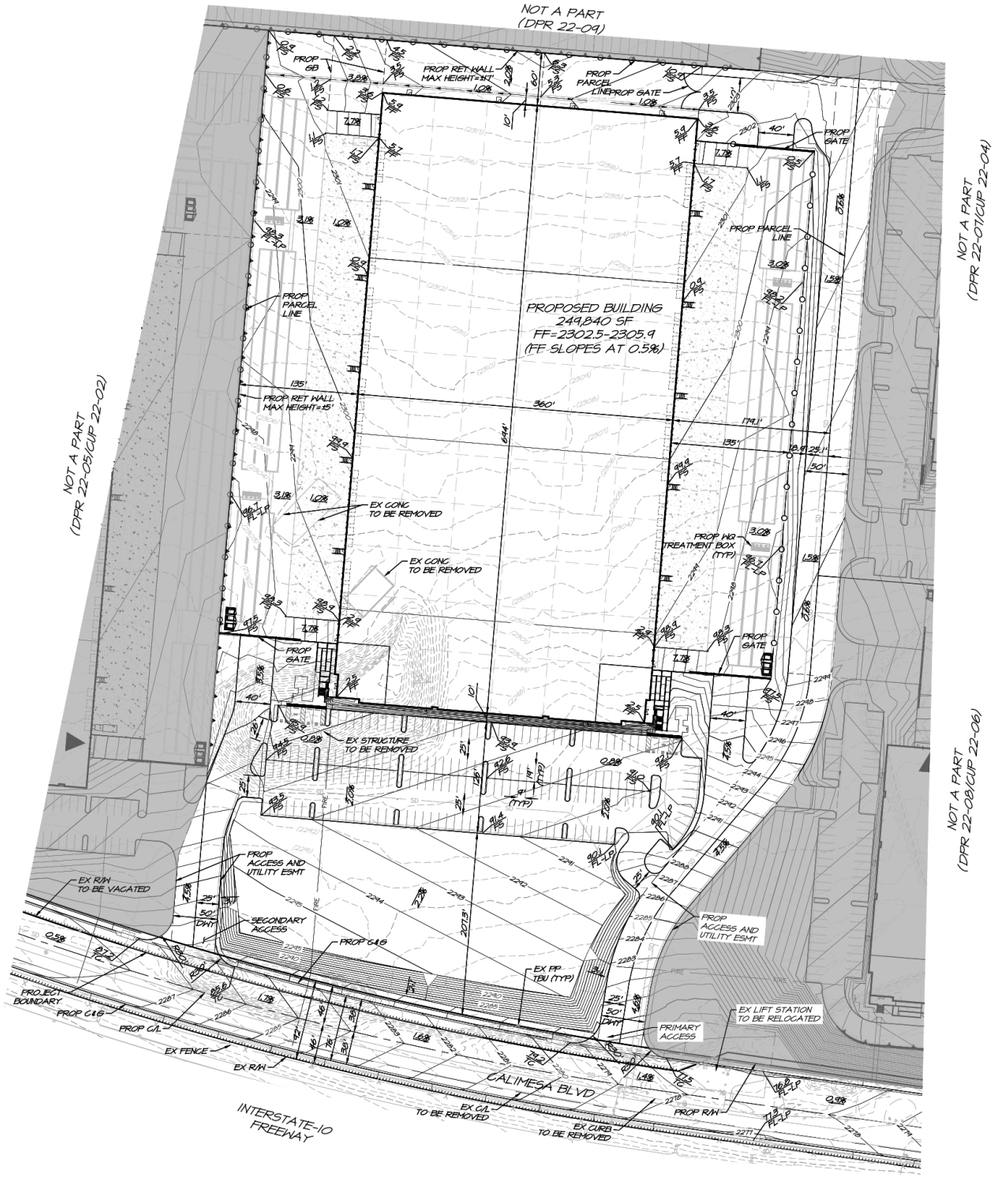
AUTO PARKING REQUIRED:			
OFFICE:	1 PER 250 S.F. =	80	STALLS
WAREHOUSE:	1 PER 1000 S.F. (1ST 40K)=	40	STALLS
	1 PER 3000 S.F. (OVER 40K)=	64	STALLS
TOTAL REQUIRED:		184	STALLS
AUTO PARKING PROVIDED:			
STANDARD (9' x 19')		96	STALLS
ACCESSIBLE STALLS (9' X 19')		5	STALLS
ACCESSIBLE STALLS - VAN (12' X 19')		2	STALLS
EV CAPABLE (CHARGERS + SUPPLY EQUIP)		43	STALLS
EV CHARGERS INSTALLED		11	STALLS
CLEAN AIR/FEC/CARPOOL/VAN POOL VEHICLES		33	STALLS
AUTO TOTAL:		190	STALLS
TRAILER PARKING PROVIDED:			
STANDARD (10' x 55')		0	STALLS
TOTAL PROVIDED:		190	STALLS

Source(s): HPA (11-14-2023)

Figure 3-20

Not to Scale

DPR 22-06/CUP 22-03 Overall Site Plan (Building 2)



LEGEND

- PROP R/W
- PROP FLOWLINE
- PROPERTY BOUNDARY
- XXXX — PROP CONTOURS
- (XXXX) — EX CONTOURS
- SD — PROP SD
- PROP WQ TREATMENT BOX
- PROP SD INLET

ABBREVIATIONS

C&G	CURB AND GUTTER
C/L	CENTERLINE
CONC	CONCRETE
EX	EXISTING
FS	FINISHED GRADE
FL	FLOWLINE
HP	HIGH POINT
LP	LOW POINT
GB	GRADE BREAK
RET	RETAINING
PROP	PROPOSED
SD	STORM DRAIN
ST LT	STREET LIGHT
TYP	TYPICAL
TPU	TO BE UNDERGROUNDED
WQ	WATER QUALITY

ELEVATION NOTE: ADD 2200 TO ALL VALUES 15.0 AND ABOVE AND ADD 2300 TO ALL VALUES 15.0 AND UNDER

Source(s): Albert A. Webb Associates (11-14-2023)

Figure 3-21

Not to Scale

DPR 22-06/CUP 22-03 Conceptual Grading Plan (Building 2)

Source(s): HPA (05-12-2023)

Figure 3-22

Not to Scale

DPR 22-06/CUP 22-03 Conceptual Building Elevations (Building 2)

northwest and southwest corners of the building would be treated with glazing (glass) with black anodized mullions. The building would have a variable roofline with building heights ranging from 44 feet to 54 feet.

4. Landscaping (Building 2)

As previously shown on Figure 3-17, the Building 2 site would be landscaped with a mixture of trees, shrubs, and groundcover. Tree species proposed as part of the landscaping include 24-inch box blue Palo Verde, 24-inch box chitalpa, 24-inch box toyon, 48-inch box olive, 24-inch box Canary Island pine, 24-inch box Afghan Pine, 24-inch box Chinese pistache, 24-inch box California sycamore, 48-inch box and 36-inch box coast live oak, 24-inch box African sumac, and 24-inch box Brisbane box.

5. Walls and Fencing (Building 2)

As previously shown on Figure 3-20 and Figure 3-21, screen walls measuring up to 12 feet in height are proposed in the entrances to the truck courts to the north and south Building 2. Metal access gates are proposed at the west ends of both truck courts for Building 2, one metal gate is located at the eastern end of the southern truck court, and one swinging gate is located at the southern end of the northern truck court, restricting access to the truck docking area. Tubular steel fencing would be provided along the property lines of the site. Additionally, and as previously noted, a retaining wall measuring between 5 feet and 17 feet is proposed along a portion of the northern boundary and eastern boundary of the Building 2 site.

6. Utilities (Building 2)

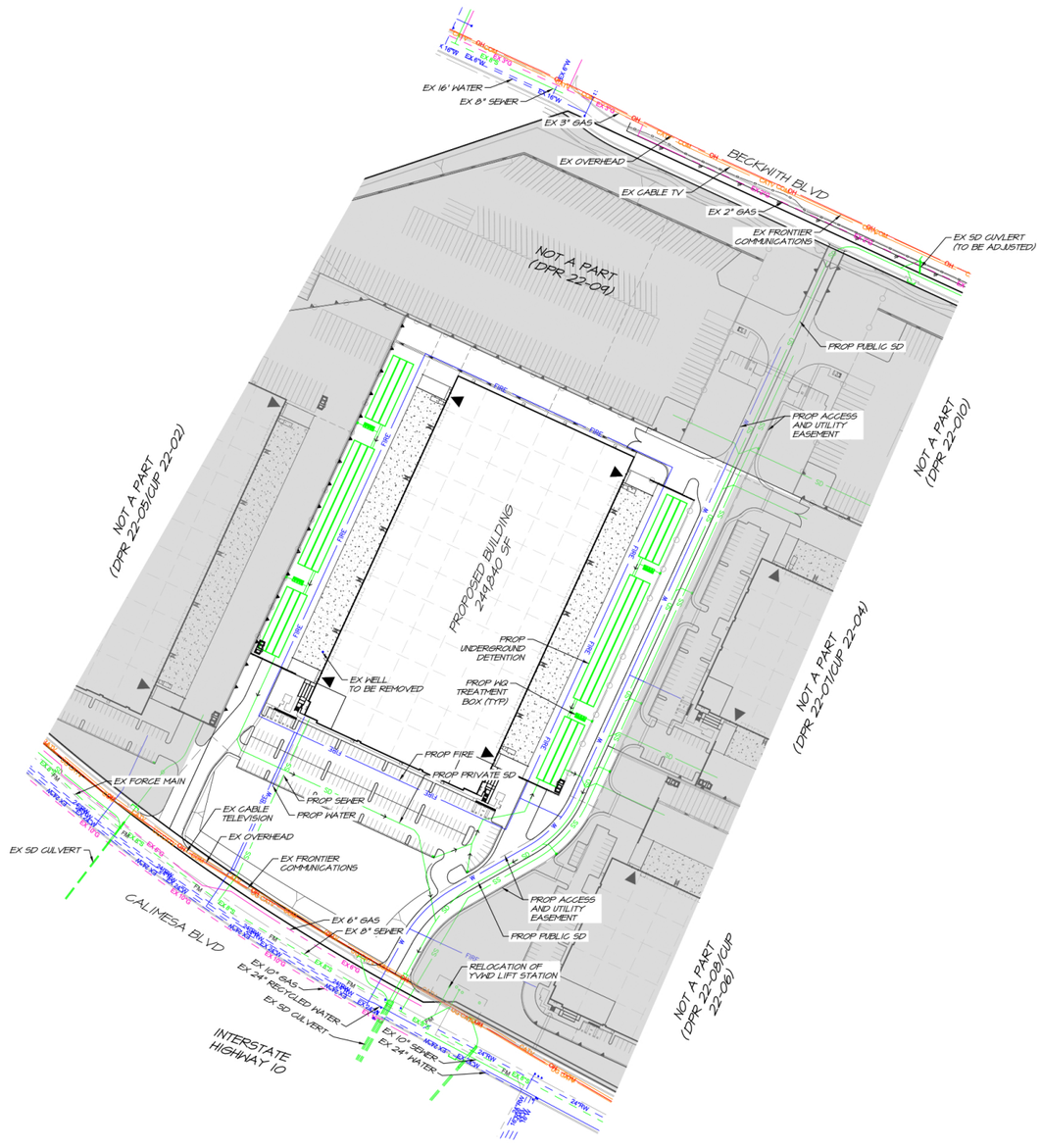
Figure 3-23, *DPR 22-06/CUP 22-03 Conceptual Utility Plan (Building 2)*, depicts the proposed utility plan for the Building 2 site, which implements the utility plans included as part of the proposed OVNSP (as described in subsection 3.5.2.3.5.3.D). As shown, domestic and fire water service Building 2 would be provided via two points of connection to the existing 24-inch water line within Calimesa Boulevard. Sewer service for Building 2 would be provided via a proposed on-site sewer line that would connect to an existing 8-inch sewer line within Calimesa Boulevard. As shown on Figure 3-23, a series of catch basins and storm drain lines are proposed around Building 2, which would route first flush runoff towards one of several underground MWS systems located beneath the truck courts to the north and south of Building 2 for water quality treatment. Following water quality treatment, flows generated on the Building 2 site would be conveyed to Calimesa Boulevard and connecting with the existing storm drain conveyance system.

C. Development Plan Review (DPR) 22-07 and Conditional Use Permit (CUP) 22-04 (Building 3)

Development Plan Review 22-07 (DPR 22-07) and Conditional Use Permit 22-04 (CUP 22-04) are proposed to implement proposed Building 3 within the southern portion of proposed OVNSP Planning Area 1.

1. Site Plan and Building Configuration (Building 3)

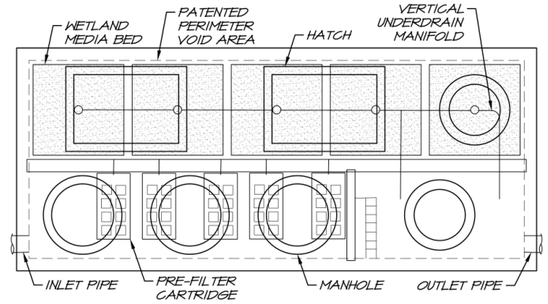
As shown on Figure 3-24, *DPR 22-07/CUP 22-04 Overall Site Plan (Building 3)*, Building 3 is proposed on approximately 13.67 net acres within the south-central portion of proposed OVNSP Planning Area 1 and within



LEGEND

W	PROP WATER
SS	PROP SEWER
R/W	R/W
OH	EX OVERHEAD
8"SS	EX 8" SEWER
EX 10"S	EX 10" SEWER
FM	EX 6" FORCE MAIN
SD	PROP SD
EX 16"W	EX 16" WATER
EX T	EX FIBER OPTICS
EX 2"G	EX 2" GAS
EX 6"G	EX 6" GAS
EX 10"G	EX 10" GAS
COM	EX FRONTIER COMMUNICATIONS
UG CATV	EX CABLE TELEVISION
EX 24"W	EX 24" WATER
24"RW	EX 24" RECYCLED WATER
FIRE	PROP FIRE MAIN
	PROP SD INLET
	PROP FH
	PROP WQ TREATMENT BOX
	DRAINAGE FLOW DIRECTION

EX	EXISTING	PROP	PROPOSED
R/W	RIGHT OF WAY	ST LT	STREET LIGHT
SD	STORM DRAIN	TYP	TYPICAL
FH	FIRE HYDRANT	WQ	WATER QUALITY



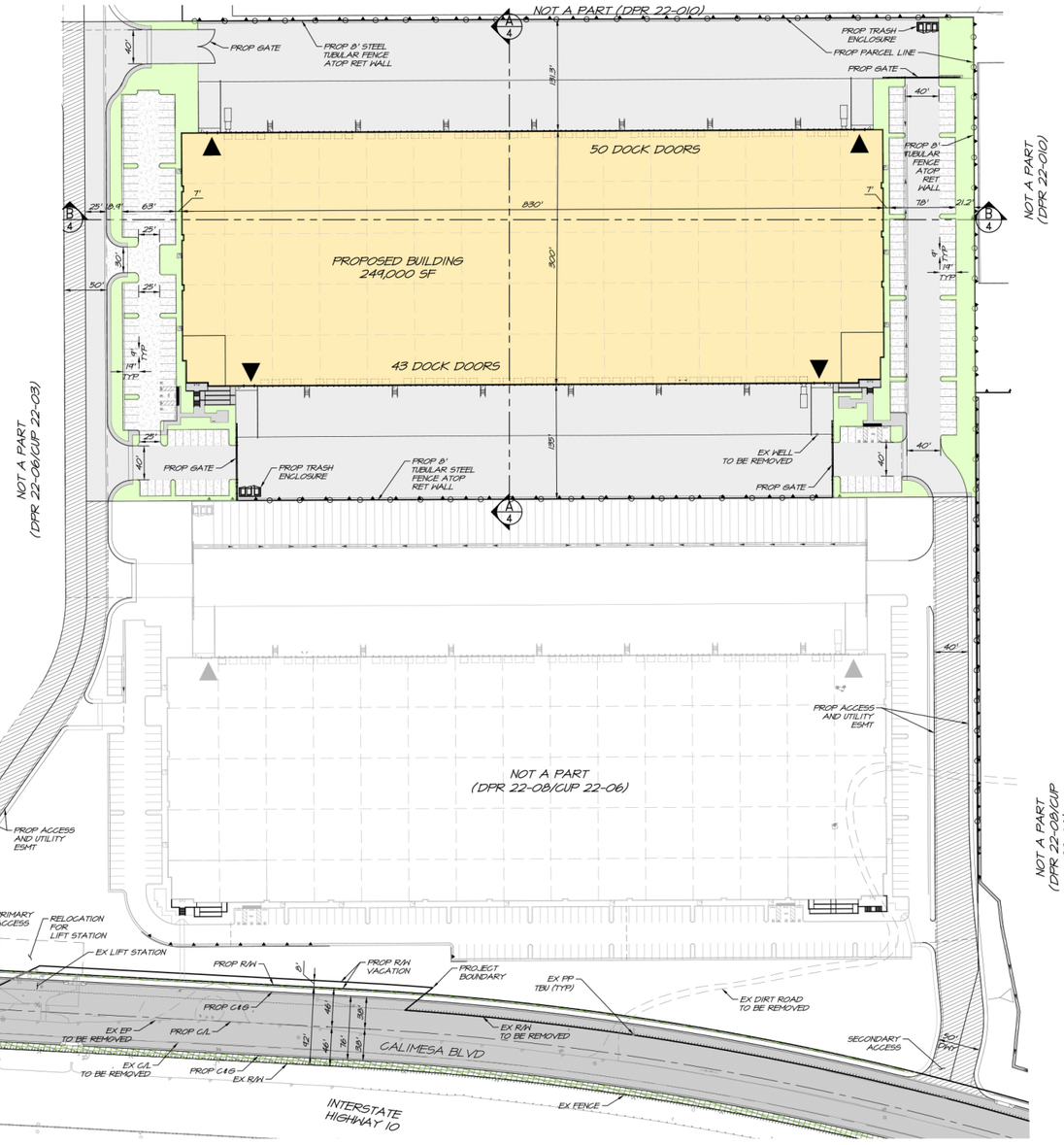
WATER QUALITY TREATMENT BOX
PER CONTECH MODULAR WETLANDS
LINEAR STORMWATER BIORETENTION
(OR APPROVED EQUAL)
NTS

Source(s): Albert A. Webb Associates (11-14-2023)

Not to Scale

Figure 3-23

DPR 22-06/CUP 22-03 Conceptual Utility Plan (Building 2)



LEGEND

- EXISTING CENTER LINE
- EXISTING EDGE OF PAVEMENT
- EXISTING FENCE
- EXISTING POWER POLE
- PROJECT BOUNDARY
- PROPOSED CENTER LINE
- PROPOSED RIGHT-OF-WAY
- PROP BLDG
- PROP ONSITE LANDSCAPE
- PROP ONSITE SDWK
- PROP EASEMENT
- PROP PAVEMENT (AUTO STALLS)
- PROP PAVEMENT (HEAVY)
- PROP STREET
- PROP ONSITE SDWK
- PROP OFFSITE SDWK
- PROP OFFSITE LANDSCAPE
- EXTRA USABLE LAND

ABBREVIATIONS

BLDG	BUILDING
C&G	CURB AND GUTTER
CL	CENTER LINE
DWY	DRIVEWAY
EP	EDGE OF PAVEMENT
EX	EXISTING
PP	POWER POLE
PROP	PROPOSED
R/W	RIGHT-OF-WAY
SDWK	SIDEWALK
TYP	TYPICAL
TBU	TO BE UNDERGROUNDED

PROPOSED PARKING

AUTO PARKING REQUIRED:			
OFFICE:	1 PER 250 S.F. =	80	STALLS
WAREHOUSE:	1 PER 1000 S.F. (1ST 40K)=	40	STALLS
	1 PER 3000 S.F. (OVER 40K)=	63	STALLS
TOTAL REQUIRED:		183	STALLS
AUTO PARKING PROVIDED:			
STANDARD (9' x 19')		106	STALLS
ACCESSIBLE STALLS (9' X 19')		5	STALLS
ACCESSIBLE STALLS - VAN (12' X 19')		1	STALLS
EV CAPABLE (CHARGERS + SUPPLY EQUIP)		39	STALLS
EV CHARGERS INSTALLED		10	STALLS
CLEAN AIR/FEC/CARPOOL/BAN POOL VEHICLES		28	STALLS
AUTO TOTAL:		189	STALLS
TRAILER PARKING PROVIDED:			
STANDARD (10' x 55')		0	STALLS
TOTAL PROVIDED:		189	STALLS

Source(s): HPA (11-14-2023)

Figure 3-24

Not to Scale

DPR 22-07/CUP 22-04 Overall Site Plan (Building 3)

Parcel 3 of TPM 38589. Building 3 would include a total of 249,000 s.f. of building area, including 20,000 of ancillary office uses and 229,000 s.f. of warehouse space. A total of 93 truck docking doors are proposed with 50 dock doors on the northern façade of the building and 43 dock doors on the southern façade of the building. A total of 189 standard parking spaces for passenger vehicles are proposed to the west and east of Building 3. Access to the Building 3 site would be accommodated via two proposed driveways extending from Calimesa Boulevard, with the northern driveway serving as a shared access driveway with Building 2 to the northwest and the southern driveway serving as a shared access driveway with Building 4 to the south.

2. Grading and Site Work (Building 3)

Figure 3-25, *DPR 22-07/CUP 22-04 Conceptual Grading Plan (Building 3)*, depicts the proposed grading plan for the Building 3 site. A retaining wall measuring between 2 and 15 feet in height is proposed along the northern, eastern, and southern boundaries of the Building 3 site. No blasting is required as part of grading activities on the Building 3 site.

3. Architectural Design (Building 3)

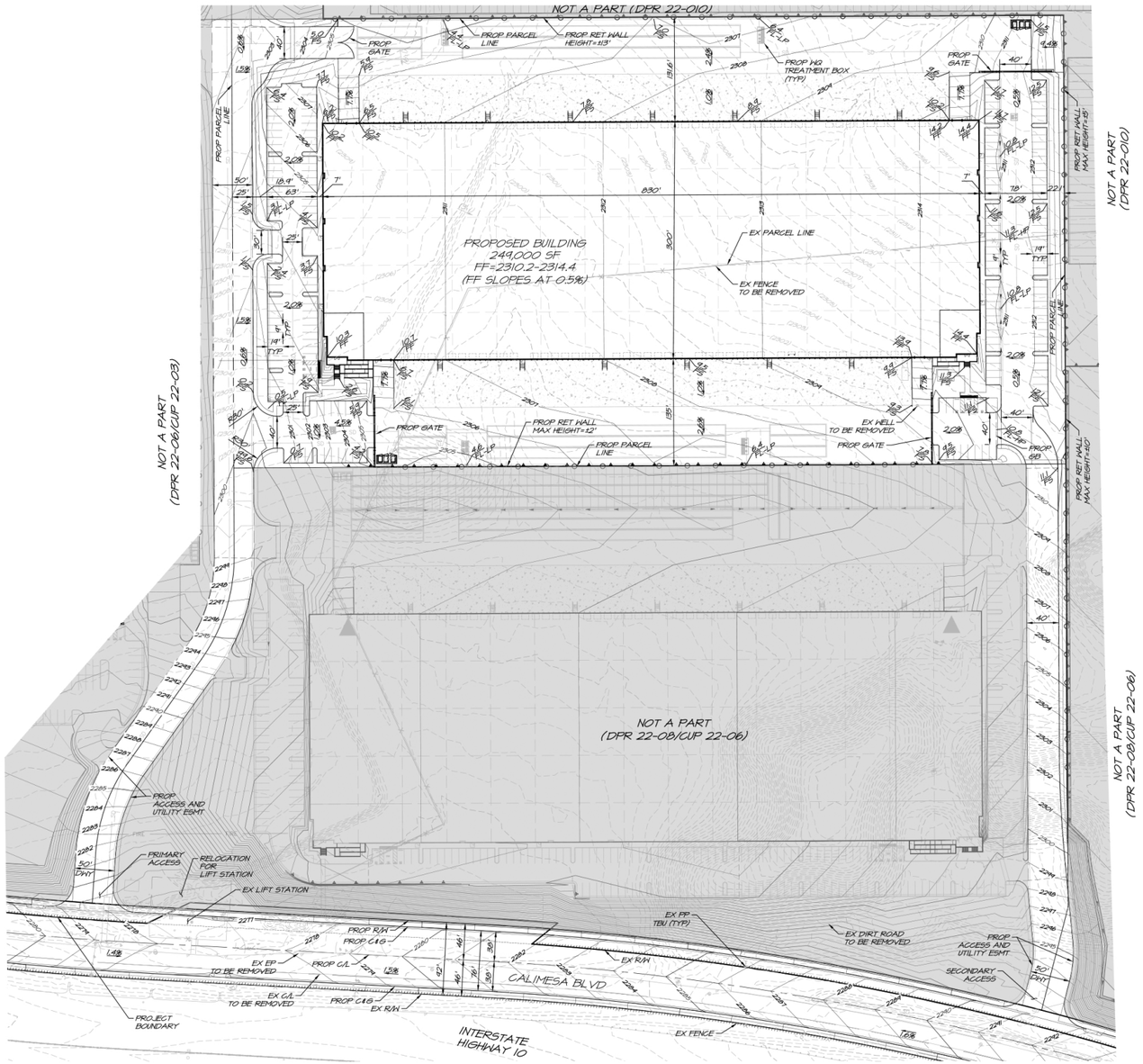
The proposed building elevations for Building 3 are depicted on Figure 3-26, *DPR 22-07/CUP 22-04 Conceptual Building Elevations (Building 3)*. As shown, the building would be painted with a mixture of white and grey with gold accent colors to help articulate the proposed building. The proposed office locations at the northwest and southeast corners of the building would be treated with glazing (glass) with black anodized mullions. The building would have a variable roofline with building heights ranging from 44 feet to 54 feet.

4. Landscaping (Building 3)

As previously shown on Figure 3-17, the Building 3 site would be landscaped with a mixture of trees, shrubs, and groundcover. Tree species proposed as part of the landscaping include 24-inch box blue Palo Verde, 24-inch box chitalpa, 24-inch box toyon, 48-inch box olive, 24-inch box Canary Island pine, 24-inch box Afghan Pine, 24-inch box Chinese pistache, 24-inch box California sycamore, 48-inch box and 36-inch box coast live oak, 24-inch box African sumac, and 24-inch box Brisbane box.

5. Walls and Fencing (Building 3)

As previously shown on Figure 3-24 and Figure 3-25, screen walls measuring up to 12 feet in height are proposed in the entrances to the truck courts. Metal gates are proposed at the entrances for the truck courts located north and south of the building. Metal gates would be provided at the east and west ends of the southern truck court, one metal gate would be provided at the eastern end of the northern truck court, and one swinging gate would be provided at the western end of the northern truck court, restricting access to the truck docking area. Tubular steel fencing would be provided along the property lines of the site. As previously noted, A retaining wall measuring between 2 and 15 feet in height is proposed along the northern, eastern, and southern boundaries of the Building 3 site.



LEGEND

- PROP R/W
- PROP FLOWLINE
- PROPERTY BOUNDARY
- PROP CONTOURS
- EX CONTOURS
- PROP SD
- PROP WQ TREATMENT BOX
- PROP SD INLET

ABBREVIATIONS

C&G	CURB AND GUTTER
C/L	CENTERLINE
EX	EXISTING
FS	FINISHED GRADE
FL	FLOWLINE
GB	GRADE BREAK
HP	HIGH POINT
LP	LOW POINT
RET	RETAINING
PROP	PROPOSED
SD	STORM DRAIN
ST LT	STREET LIGHT
TYP	TYPICAL
TPU	TO BE UNDERGROUNDED
WQ	WATER QUALITY

ELEVATION NOTE: ADD 2300 TO ALL VALUES 20.0 AND BELOW AND ADD 2200 TO ALL VALUES 75.0 AND ABOVE

Source(s): Albert A. Webb Associates (11-14-2023)

Figure 3-25

Not to Scale

DPR 22-07/CUP 22-04 Conceptual Grading Plan (Building 3)

Source(s): HPA (05-12-2023)

Figure 3-26

Not to Scale

DPR 22-07/CUP 22-04 Conceptual Building Elevations (Building 3)

6. Utilities (Building 3)

Figure 3-27, *DPR 22-07/CUP 22-04 Conceptual Utility Plan (Building 3)*, depicts the proposed utility plan for the Building 3 site, which implements the utility plans included as part of the proposed OVNSP (as described in subsection 3.5.2.3.5.3.D). As shown, domestic and fire water service Building 3 would be provided via two points of connection to the existing 24-inch water line within Calimesa Boulevard. Sewer service for Building 3 would be provided via a proposed on-site sewer line that would connect to the proposed sewer line in the northwest portion of the Building 3 site, which would extend along the proposed private drive aisle to an existing 8-inch sewer line within Calimesa Boulevard. As shown on Figure 3-27, a series of catch basins and storm drain lines are proposed around Building 3, which would route first flush runoff towards one of several underground MWS systems located beneath the truck court to the north and south of Building 3 for water quality treatment. Following water quality treatment, flows generated on the Building 3 site would be conveyed to Calimesa Boulevard and connecting with the existing storm drain conveyance system.

D. Development Plan Review (DPR) 22-08 and Conditional Use Permit (CUP) 22-06 (Building 4)

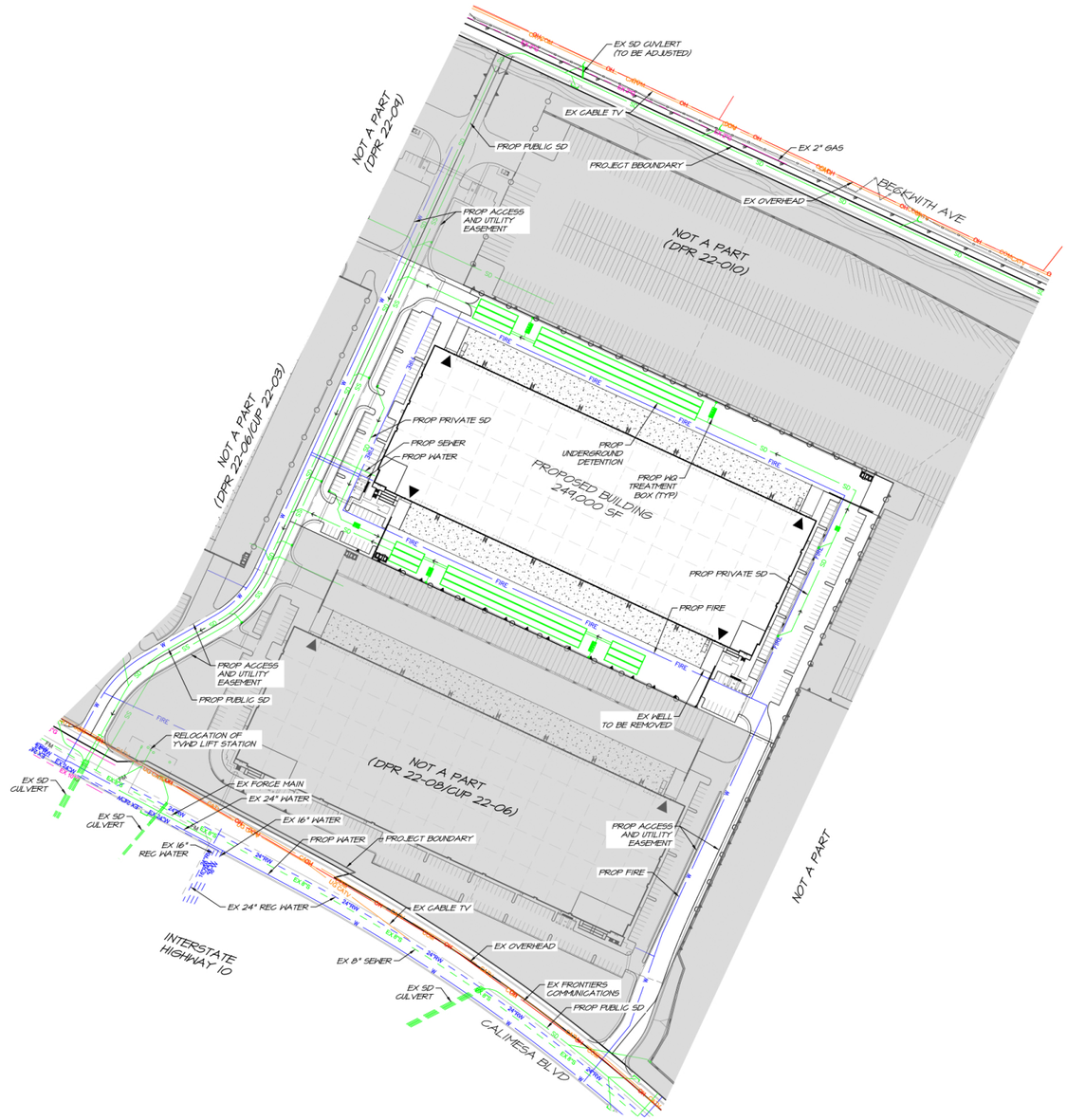
Development Plan Review 22-08 (DPR 22-08) and Conditional Use Permit 22-06 (CUP 22-06) are proposed to implement proposed Building 4 within the southeastern portion of proposed OVNSP Planning Area 1.

1. Site Plan and Building Configuration (Building 4)

As shown in Figure 3-28, *DPR 22-08/CUP 22-06 Overall Site Plan (Building 4)*, Building 4 is proposed on approximately 15.64 net acres within the southwestern portion of proposed OVNSP Planning Area 1 and within Parcel 4 of TPM 38589. Building 4 would include a total of 246,500 s.f. of building area, including 20,000 of ancillary office uses and 226,500 s.f. of warehouse space, with a total of 50 loading dock bays on the northeast-facing building facing interior to the site. A total of 77 truck trailer storage stalls are proposed to the northeast of Building 4, while 222 standard parking spaces for passenger vehicles are proposed to the north, west, and south of Building 4. As shown on Figure 3-14, a landscaped buffer is proposed between Building 4 and Calimesa Boulevard. Access to the Building 4 site would be accommodated via two proposed access driveways along Calimesa Boulevard, with the northern driveway consisting of a shared driveway access with Building 2 to the north and the southern driveway consisting of a shared driveway access with Building 3 to the east.

2. Grading and Site Work (Building 4)

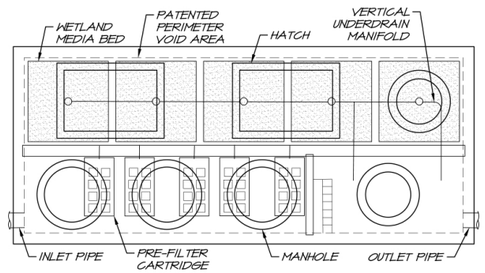
Figure 3-29, *DPR 22-08/CUP 22-06 Conceptual Grading Plan (Building 4)*, depicts the proposed grading plan for the Building 4 site. Manufactured slopes also are proposed to the north and west of Building 4, which would be graded to provide slopes with slope angles ranging from 2:1 to 9:1. Retaining walls measuring between 2 and 10 feet in height are proposed along the eastern and southern boundaries of the Building 4 site and near the northwestern corner of the building. No blasting is required as part of grading activities on the Building 4 site.



LEGEND

W	PROP WATER
SS	PROP SEWER
R/W	R/W
OH	EX OVERHEAD
8"SS	EX 8" SEWER
EX 10"S	EX 10" SEWER
FM	EX 6" FORCE MAIN
SD	PROP SD
EX 16"W	EX 16" WATER
EX T	EX FIBER OPTICS
EX 2"G	EX 2" GAS
EX 6"G	EX 6" GAS
EX 10"G	EX 10" GAS
UG CATV	EX CABLE TELEVISION
EX 24"W	EX 24" WATER
24"RW	EX 24" RECYCLED WATER
FIRE	PROP FIRE MAIN
	PROP SD INLET
	PROP FH
	PROP WQ TREATMENT BOX
	DRAINAGE FLOW DIRECTION

EX	EXISTING	PROP	PROPOSED
R/W	RIGHT OF WAY	ST LT	STREET LIGHT
SD	STORM DRAIN	TYP	TYPICAL
FH	FIRE HYDRANT	WQ	WATER QUALITY



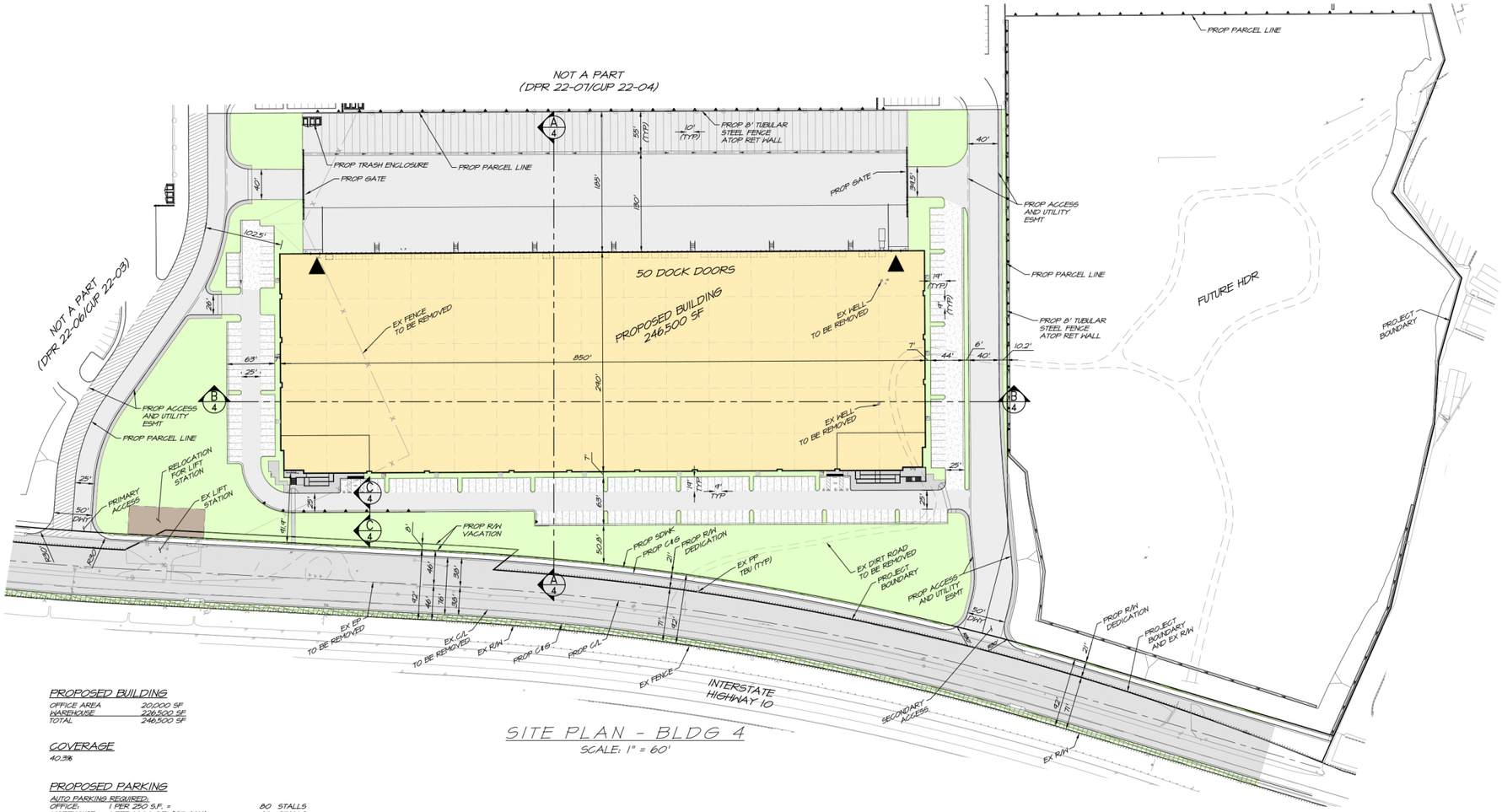
WATER QUALITY TREATMENT BOX
PER CONTECH MODULAR WETLANDS
LINEAR STORMWATER BIORETENTION
(OR APPROVED EQUAL)
NTS

Source(s): Albert A. Webb Associates (11-14-2023)

Not to Scale

Figure 3-27

DPR 22-07/CUP 22-04 Conceptual Utility Plan (Building 3)



PROPOSED BUILDING

OFFICE AREA	20,000 SF
WAREHOUSE	226,500 SF
TOTAL	246,500 SF

COVERAGE

40.3%

PROPOSED PARKING

AUTO PARKING REQUIRED:		
OFFICE: 1 PER 250 S.F. =	80	STALLS
WAREHOUSE: 1 PER 1000 S.F. (1ST 40K)=	40	STALLS
1 PER 3000 S.F. (OVER 40K)=	63	STALLS
TOTAL REQUIRED:	183	STALLS
AUTO PARKING PROVIDED:		
STANDARD (9' x 19')	141	STALLS
ACCESSIBLE STALLS (9' X 19')	5	STALLS
ACCESSIBLE STALLS - VAN (12' X 19')	1	STALLS
EV CAPABLE (CHARGERS + SUPPLY EQUIP)	37	STALLS
EV CHARGERS INSTALLED	10	STALLS
CLEAN AIR/TEC/CARPOOL/VAN POOL VEHICLES	28	STALLS
AUTO TOTAL:	222	STALLS
TRAILER PARKING PROVIDED:		
STANDARD (10' x 55')	77	STALLS
TOTAL PROVIDED:	299	STALLS

LEGEND

- EXISTING CENTER LINE
- EXISTING EDGE OF PAVEMENT
- EXISTING FENCE
- EXISTING POWER POLE
- PROJECT BOUNDARY
- PROPOSED CENTER LINE
- PROPOSED RIGHT-OF-WAY
- PROP BLDG
- PROP ONSITE LANDSCAPE
- PROP EASEMENT
- PROP PAVEMENT (AUTO STALLS)
- PROP PAVEMENT (HEAVY)
- PROP STREET
- PROP ONSITE SDWK
- PROP OFFSITE SDWK
- PROP OFFSITE LANDSCAPE
- EXTRA USABLE LAND

ABBREVIATIONS

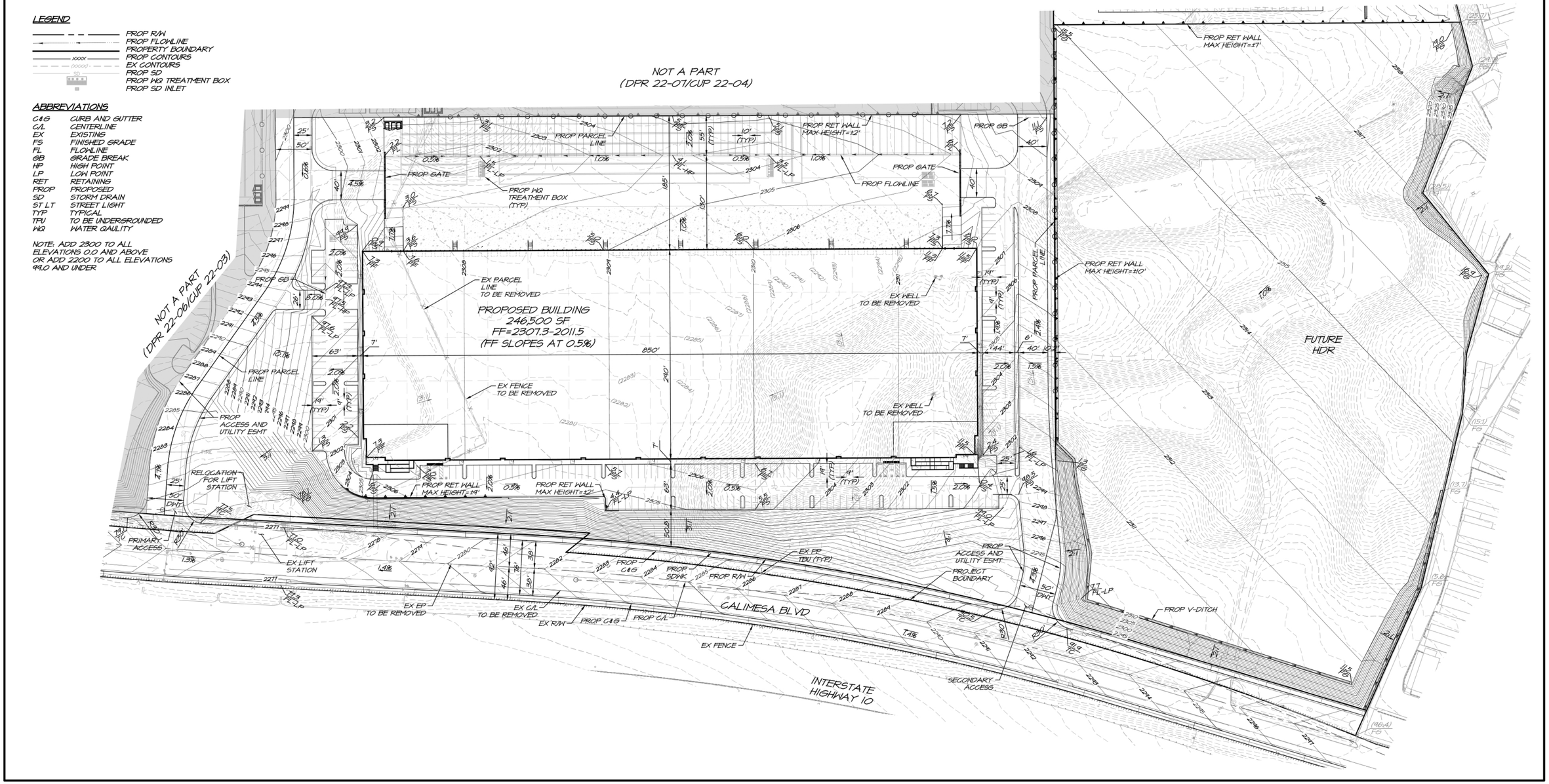
BLDG	BUILDING
C&G	CURB AND GUTTER
CL	CENTER LINE
DWY	DRIVEWAY
EP	EDGE OF PAVEMENT
EX	EXISTING
PP	POWER POLE
PROP	PROPOSED
RET	RETAINING
R/W	RIGHT-OF-WAY
SDWK	SIDEWALK
TYP	TYPICAL
TBU	TO BE UNDERGROUNDED

Source(s): HPA (11-14-2023)

Figure 3-28

Not to Scale

DPR 22-08/CUP 22-06 Overall Site Plan (Building 4)



Source(s): Albert A. Webb Associates (11-14-2023)

Not to Scale

Figure 3-29

DPR 22-08/CUP 22-06 Conceptual Grading Plan (Building 4)

3. Architectural Design (Building 4)

The proposed building elevations for Building 4 are depicted on Figure 3-30, *DPR 22-08/CUP 22-06 Conceptual Building Elevations (Building 4)*. As shown, the building would be painted with a mixture of white and grey with gold accent colors to help articulate the proposed building. The proposed office locations at the northwest and southeast corners of the building would be treated with glazing (glass) with black anodized mullions. The building would have a variable roofline with building heights ranging from 44 feet to 54 feet.

4. Landscaping (Building 4)

As previously shown in Figure 3-17, the Building 4 site would be landscaped with a mixture of trees, shrubs, and groundcover. Tree species proposed as part of the landscaping include 24-inch box blue Palo Verde, 24-inch box chitalpa, 24-inch box toyon, 48-inch box olive, 24-inch box Canary Island pine, 24-inch box Afghan Pine, 24-inch box Chinese pistache, 24-inch box California sycamore, 48-inch box and 36-inch box coast live oak, 24-inch box African sumac, and 24-inch box Brisbane box.

5. Walls and Fencing (Building 4)

As previously shown on Figure 3-28 and Figure 3-29, screen walls measuring up to 12 feet in height are proposed in the entrances to the truck court. Metal gates are proposed at the entrances to the truck court, restricting access to the truck docking area. Tubular steel fencing is proposed along the eastern and southern perimeter of the site. As previously noted, retaining walls measuring between 2 and 10 feet in height are proposed along the eastern and southern boundaries of the Building 4 site and near the northwestern corner of the building.

6. Utilities (Building 4)

Figure 3-31, *DPR 22-08/CUP 22-06 Conceptual Utility Plan (Building 4)*, depicts the proposed utility plan for the Building 4 site, which implements the utility plans included as part of the proposed OVNSP (as described in subsection 3.5.2.3.5.3.D). As shown, domestic and fire water service Building 4 would be provided via two points of connection to the existing 24-inch water line within Calimesa Boulevard. Sewer service for Building 4 would be provided via a proposed on-site sewer line that would connect to the proposed sewer line in the proposed private drive aisle north of the Building that connects to Calimesa Boulevard, which would extend to an existing 8-inch sewer line within Calimesa Boulevard. As shown on Figure 3-30, a series of catch basins and storm drain lines are proposed around Building 4, which would route first flush runoff towards one of several underground MWS systems located beneath the truck court to the east of Building 4 for water quality treatment. Following water quality treatment, flows generated on the Building 4 site would be conveyed to Calimesa Boulevard and connecting with the existing storm drain conveyance system.

E. Development Plan Review (DPR) 22-09 (Trailer Lot 1)

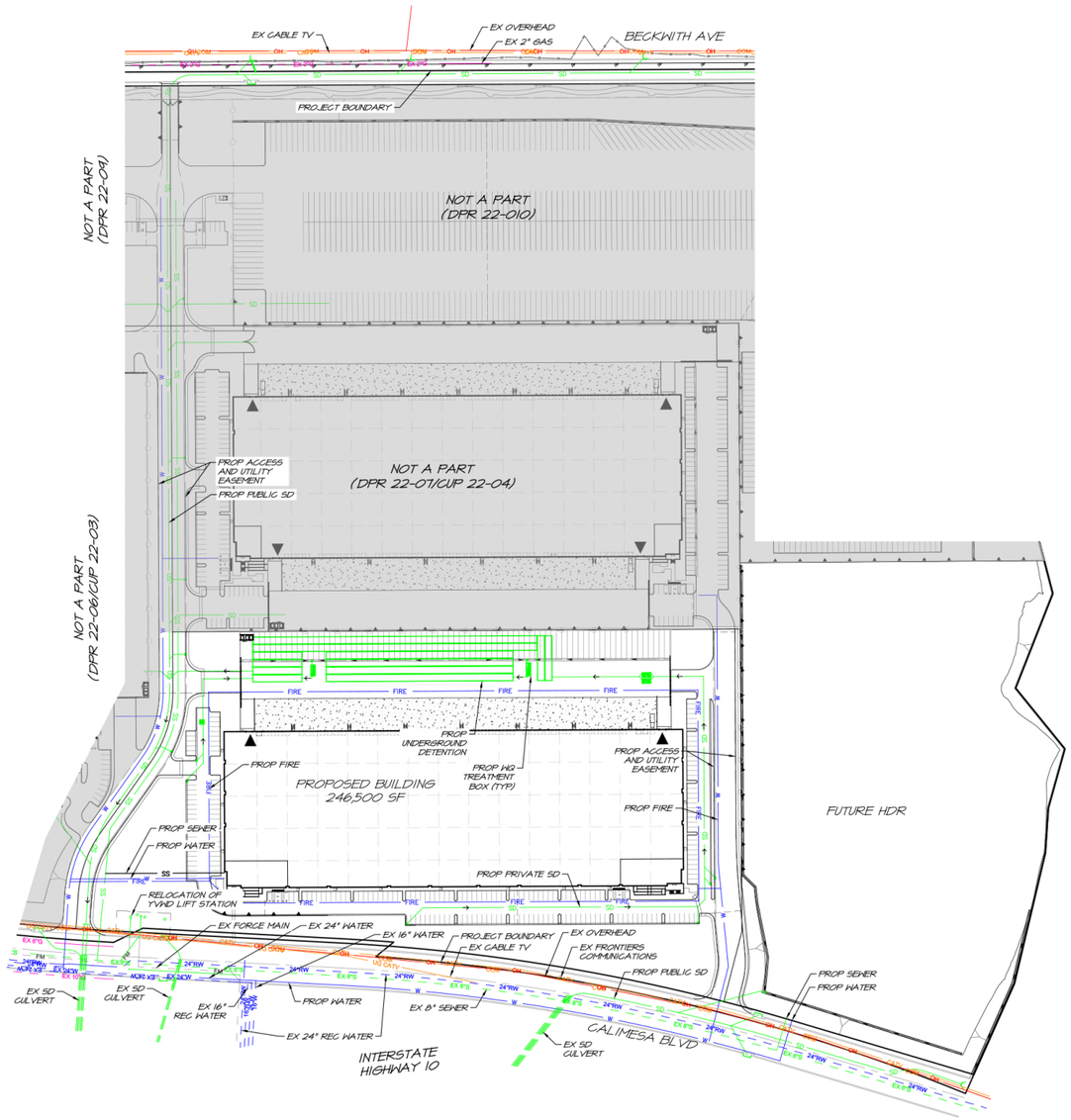
Development Plan Review 22-09 (DPR 22-09) is proposed to implement proposed Trailer Lot 1 within the northeastern portion of proposed OVNSP Planning Area 1.

Source(s): HPA (05-12-2023)

Figure 3-30

Not to Scale

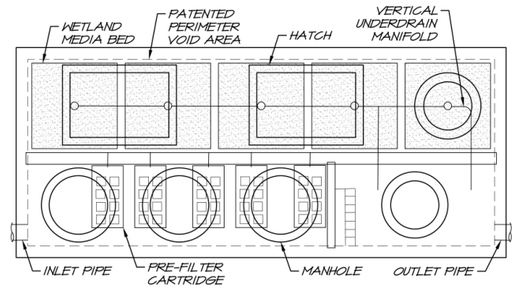
DPR 22-08/CUP 22-06 Conceptual Building Elevations (Building 4)



LEGEND

W	PROP WATER
SS	PROP SEWER
R/W	R/W
OH	EX OVERHEAD
EX 8"S	EX 8" SEWER
EX 10"S	EX 10" SEWER
FM	EX 6" FORCE MAIN
SD	PROP SD
EX 16"W	EX 16" WATER
EX T	EX FIBER OPTICS
EX 2"G	EX 2" GAS
EX 6"G	EX 6" GAS
EX 10"G	EX 10" GAS
UG CATV	EX CABLE TELEVISION
EX 24"W	EX 24" WATER
24"RW	EX 24" REC WATER
FIRE	PROP FIRE MAIN
	PROP SD INLET
	PROP FH
	PROP WQ TREATMENT BOX
	DRAINAGE FLOW DIRECTION

EX	EXISTING	PROP	PROPOSED
R/W	RIGHT OF WAY	ST LT	STREET LIGHT
SD	STORM DRAIN	TYP	TYPICAL
FH	FIRE HYDRANT	WQ	WATER QUALITY
REC	RECYCLED		



WATER QUALITY TREATMENT BOX
PER CONTECH MODULAR WETLANDS
LINEAR STORMWATER BIORETENTION
(OR APPROVED EQUAL)
NTS

Source(s): Albert A. Webb Associates (11-14-2023)

Not to Scale

Figure 3-31

DPR 22-08/CUP 22-06 Conceptual Utility Plan (Building 4)

2. Site Plan (Trailer Lot 1)

As shown in Figure 3-32, *DPR 22-09 Overall Site Plan (Trailer Lot 1)*, Trailer Lot 1 is proposed on approximately 10.04 net acres with 7.33 acres of usable space within the northeastern portion of proposed OVNSP Planning Area 1 and within Parcel 5 of TPM 38589. Trailer Lot 1 would provide 5 auto parking stall and a total of ~~251~~ 232 trailer storage stalls. As shown on Figure 3-17, a sloped landscaped buffer is proposed between Trailer Lot 1 and Beckwith Avenue. Access to the Trailer Lot 1 site would be accommodated via one proposed shared access driveway with Trailer Lot 2, connecting south to Calimesa Boulevard. An emergency only driveway connection would be made to Beckwith Avenue.

3. Grading and Site Work (Trailer Lot 1)

Figure 3-33, *DPR 22-09 Conceptual Grading Plan (Trailer Lot 1)*, depicts the proposed grading plan for the Trailer Lot 1 site. Grading on the Trailer Lot 1 site would establish an approximately 15-foot-tall slope east of the surface parking lot that would have a slope angle of 3:1 and a 10-foot-tall slope north of the surface parking lot that would have a slope angle of 3:1. Minor slopes are also proposed to the southwest and southeast of the surface parking lot, which would be graded to provide gentle slopes with slope angle ranging from 5:1 to 9:1. A retaining wall measuring between 9 and 19 feet in height is proposed along the western and northwestern boundaries of the Trailer Lot 1 site and a retaining wall measuring up to 4 feet in height is proposed at the southeast corner of the Trailer Lot 1 site. No blasting is required as part of grading activities on the Trailer Lot 1 site.

4. Landscaping (Trailer Lot 1)

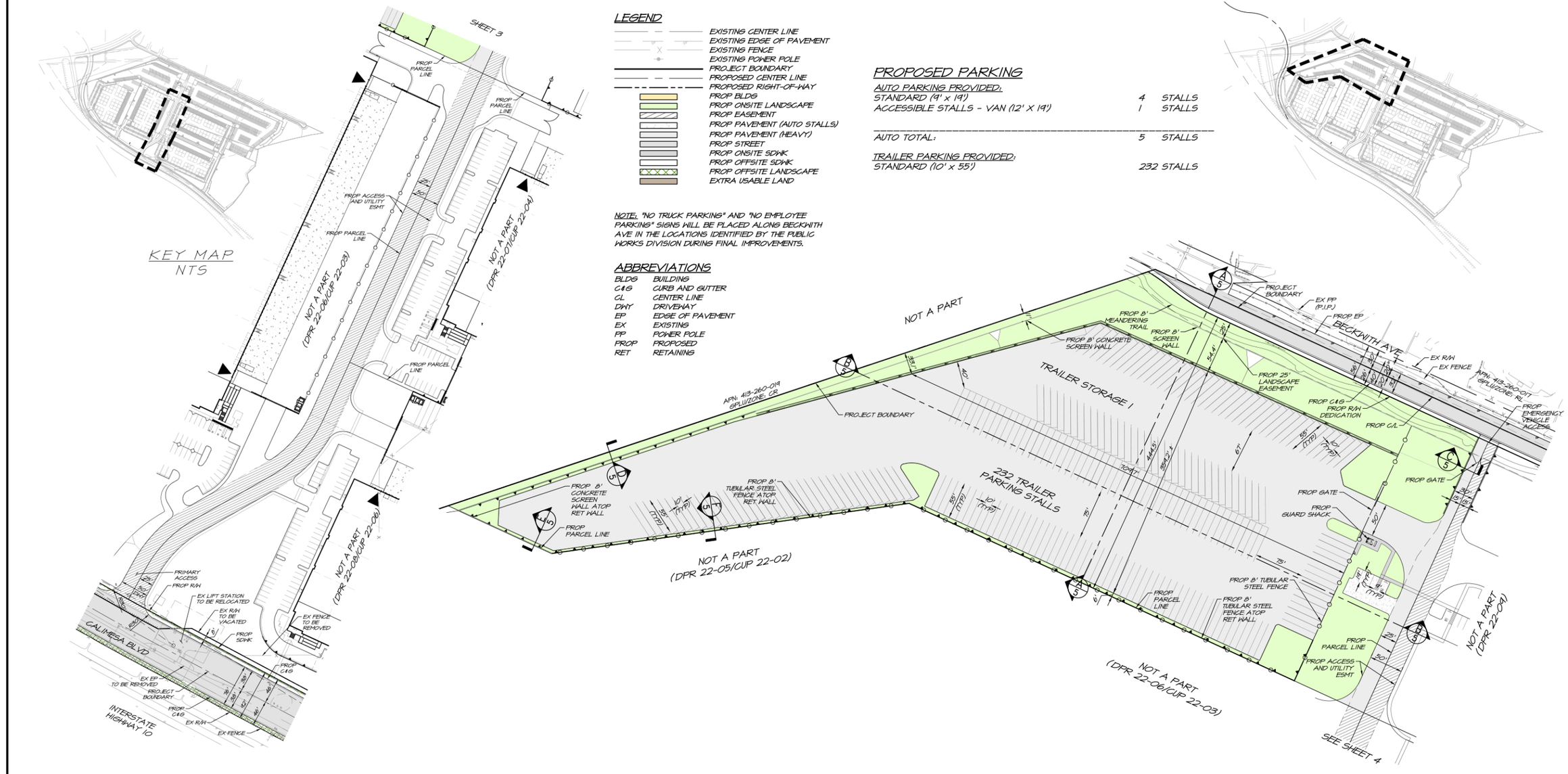
As previously shown in Figure 3-17, the perimeter of the Trailer Lot 1 site would be landscaped with a mixture of trees, shrubs, and groundcover. Tree species proposed as part of the landscaping include 24-inch box blue Palo Verde, 24-inch box chitalpa, 24-inch box toyon, 48-inch box olive, 24-inch box Canary Island pine, 24-inch box Afghan Pine, 24-inch box Chinese pistache, 24-inch box California sycamore, 48-inch box and 36-inch box coast live oak, 24-inch box African sumac, and 24-inch box Brisbane box.

5. Walls and Fencing (Trailer Lot 1)

One metal gate is located at the entrance to the surface parking lot. The site would be fenced and as previously noted, a retaining wall measuring up to 4 feet in height is proposed at the southeast corner of the Trailer Lot 1 site.

6. Utilities (Trailer Lot 1)

Figure 3-34, *DPR 22-09 Conceptual Utility Plan (Trailer Lot 1)*, depicts the proposed utility plan for the Trailer Lot 1 site, which implements the utility plans included as part of the proposed OVNSP (as described in subsection 3.5.2.3.5.3.D). As shown on Figure 3-34, a series of catch basins and storm drain lines are proposed within the surface parking lot, which would route first flush runoff towards the underground MWS systems located beneath the truck trailer storage stalls to the southeast of the Trailer Lot 1 site for water quality treatment. Following water quality treatment, flows generated on the Trailer Lot 1 site would be conveyed to

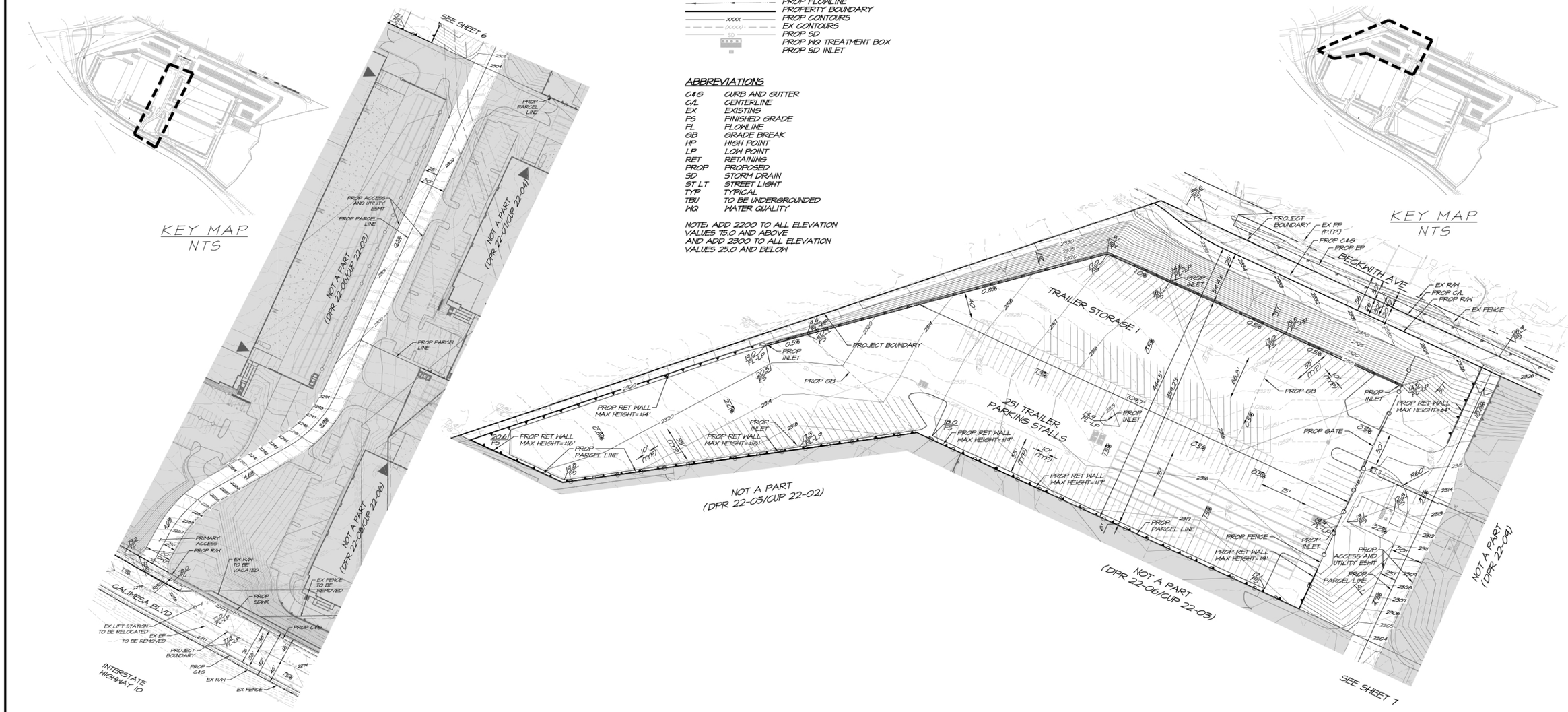


Source(s): Albert A. Webb Associates (02-28-2024)

Figure 3-32

Not to Scale

DPR 22-09 Overall Site Plan (Trailer Storage Lot 1)

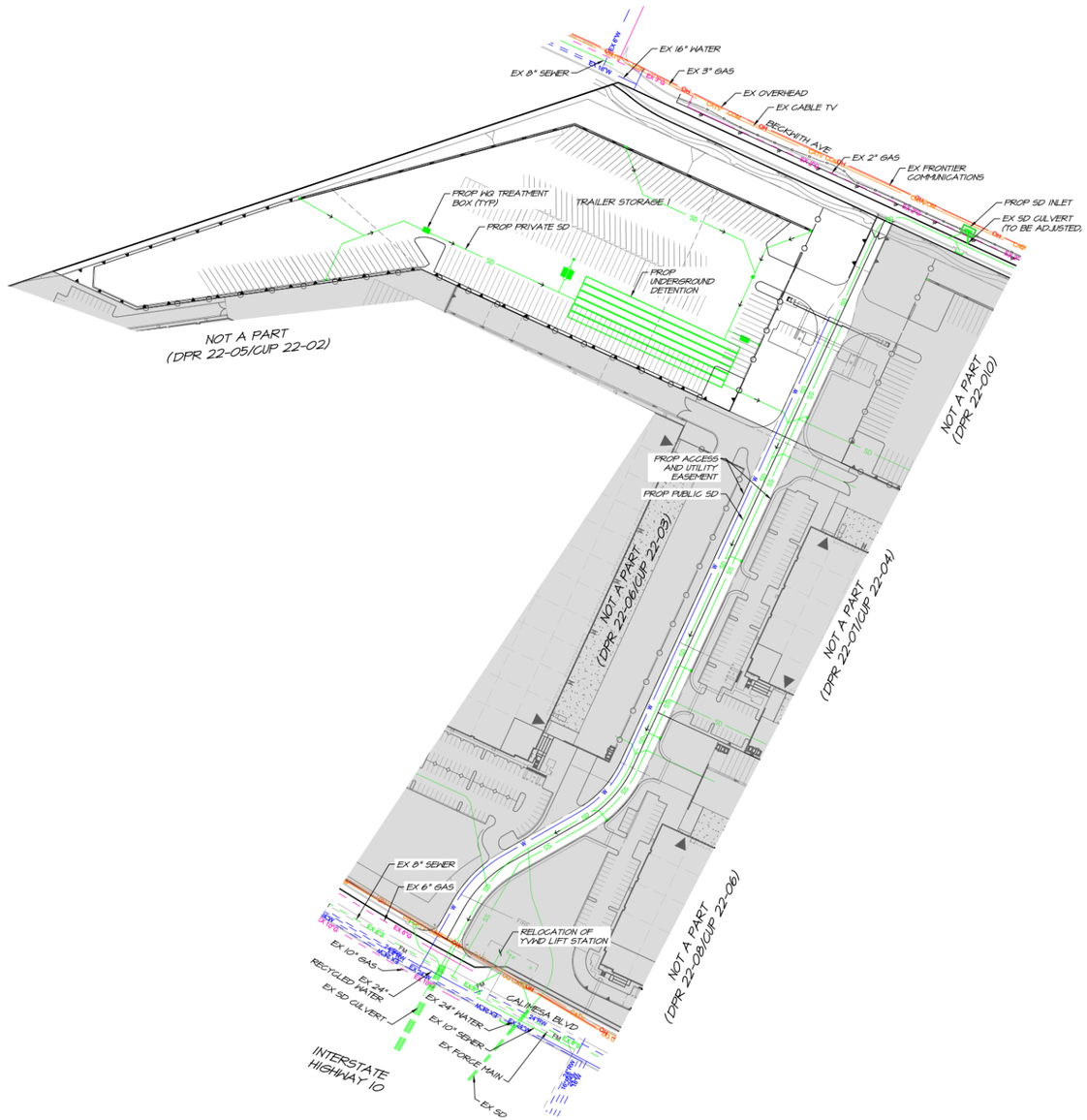


Source(s): Albert A. Webb Associates (02-28-2024)

Figure 3-33

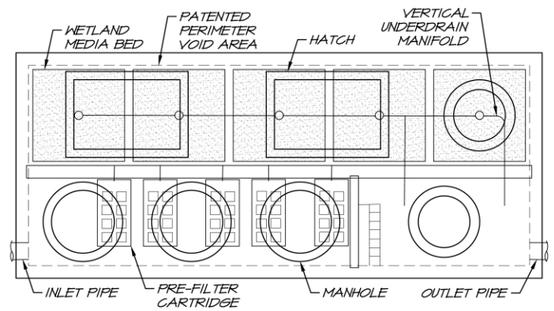
Not to Scale

DPR 22-09 Conceptual Grading Plan (Trailer Storage Lot 1)



LEGEND

W	PROP WATER	EX	EXISTING
SS	PROP SEWER	PROP	PROPOSED
R/W	R/W	R/W	RIGHT OF WAY
OH	EX OVERHEAD	ST LT	STREET LIGHT
8"SS	EX 8" SEWER	SD	STORM DRAIN
EX 10"S	EX 10" SEWER	TYP	TYPICAL
FM	EX 6" FORCE MAIN	FH	FIRE HYDRANT
SD	PROP SD	WQ	WATER QUALITY
EX 16"W	EX 16" WATER		
EX T	EX FIBER OPTICS		
EX 2"G	EX 2" GAS		
EX 6"G	EX 6" GAS		
EX 10"G	EX 10" GAS		
UG CATV	EX CABLE TELEVISION		
EX 24"W	EX 24" WATER		
24"RW	EX 24" RECYCLED WATER		
FIRE	PROP FIRE MAIN		
	PROP SD INLET		
	PROP FH		
	PROP WQ TREATMENT BOX		
	DRAINAGE FLOW DIRECTION		



WATER QUALITY TREATMENT BOX
PER CONTECH MODULAR WETLANDS
LINEAR STORMWATER BIORETENTION
(OR APPROVED EQUAL)
NTS

Source(s): Albert A. Webb Associates (02-28-2024)

Figure 3-34

Not to Scale

DPR 22-09 Conceptual Utility Plan (Trailer Storage Lot 1)

the proposed public storm drain line within the proposed private drive aisle to the south, conveyed towards Calimesa Boulevard, and connecting with the existing storm drain conveyance system.

F. Development Plan Review (DPR) 22-10 (Trailer Lot 2)

Development Plan Review 22-10 (DPR 22-10) is proposed to implement proposed Trailer Lot 2 within the eastern portion of proposed OVNSP Planning Area 1.

1. Site Plan (Trailer Lot 2)

As shown in Figure 3-35, *DPR 22-10 Overall Site Plan (Trailer Lot 2)*, Trailer Lot 2 is proposed on approximately 27.24 net acres with 17.09 acres of usable space within the eastern portion of proposed OVNSP Planning Area 1 and within Parcel 6 of TPM 38589. Trailer Lot 2 would provide 5 auto parking stalls and a total of 708 trailer storage stalls. As shown on Figure 3-17, a sloped landscaped buffer is proposed between Trailer Lot 2 and Beckwith Avenue. Access to the Trailer Lot 2 site would be accommodated via one proposed shared access driveway with Trailer Lot 1, connecting south to Calimesa Boulevard. An emergency only driveway connection would be made to Beckwith Avenue.

2. Grading and Site Work (Trailer Lot 2)

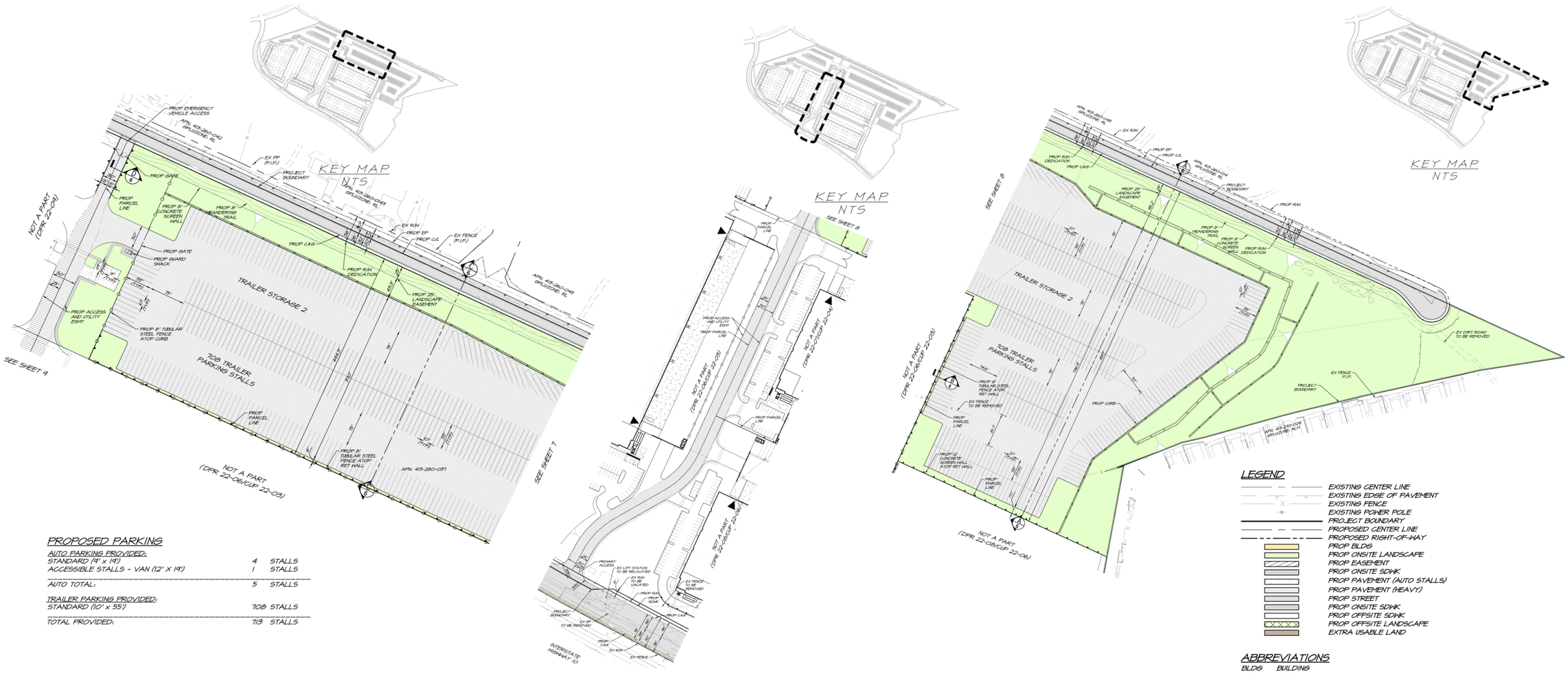
Figure 3-36, *DPR 22-10 Conceptual Grading Plan (Trailer Lot 2)*, depicts the proposed grading plan for the Trailer Lot 1 site. Grading on the Trailer Lot 2 site would establish an approximately 25-foot-tall slope to the east and south of the surface parking lot that would have a slope angle of 2:1. Minor slopes are also proposed at the northern portion of the eastern boundary of the Trailer Lot 2 site and near the northwest corner of the surface parking lot, which would be graded to provide gentle slopes with slope angle ranging from 3:1 to 10:1. A retaining wall measuring between 5 and 13 feet in height is proposed along the southern perimeter of the surface lot and a retaining wall measuring up to 4 feet in height is proposed at the northeast corner of the Trailer Lot 2 site. No blasting is required as part of grading activities on the Trailer Lot 2 site.

3. Landscaping (Trailer Lot 2)

As previously shown in Figure 3-17, the Trailer Lot 2 site would be landscaped with a mixture of trees, shrubs, and groundcover. Tree species proposed as part of the landscaping include 24-inch box blue Palo Verde, 24-inch box chitalpa, 24-inch box toyon, 48-inch box olive, 24-inch box Canary Island pine, 24-inch box Afghan Pine, 24-inch box Chinese pistache, 24-inch box California sycamore, 48-inch box and 36-inch box coast live oak, 24-inch box African sumac, and 24-inch box Brisbane box.

4. Walls and Fencing (Trailer Lot 2)

The site would be fenced and as previously noted, a retaining wall measuring up to 4 feet in height is proposed at the northeast corner of the Trailer Lot 2 site.



PROPOSED PARKING

AUTO PARKING PROVIDED:		
STANDARD (9' x 19')	4	STALLS
ACCESSIBLE STALLS - VAN (12' X 19')	1	STALLS
AUTO TOTAL:	5	STALLS
TRAILER PARKING PROVIDED:		
STANDARD (10' x 55')	708	STALLS
TOTAL PROVIDED:	713	STALLS

LEGEND

- EXISTING CENTER LINE
- EXISTING EDGE OF PAVEMENT
- EXISTING FENCE
- EXISTING POWER POLE
- PROJECT BOUNDARY
- PROPOSED CENTER LINE
- PROPOSED RIGHT-OF-WAY
- PROP BLDG
- PROP ONSITE LANDSCAPE
- PROP EASEMENT
- PROP ONSITE SDWK
- PROP PAVEMENT (AUTO STALLS)
- PROP PAVEMENT (HEAVY)
- PROP STREET
- PROP ONSITE SDWK
- PROP OFFSITE SDWK
- PROP OFFSITE LANDSCAPE
- EXTRA USABLE LAND

ABBREVIATIONS

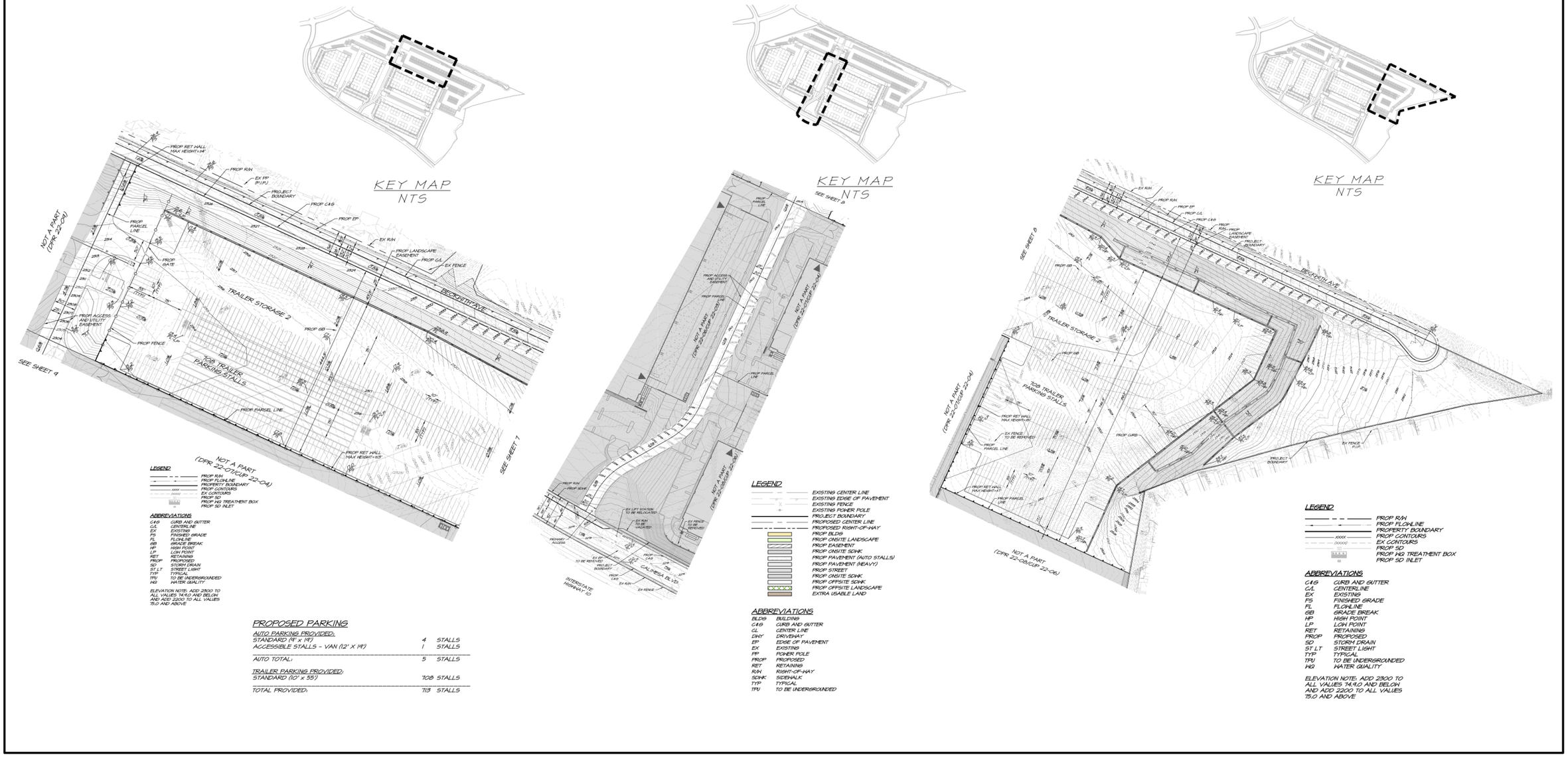
BLDG	BUILDING
C&G	CURB AND GUTTER
CL	CENTER LINE
DWY	DRIVEWAY
EP	EDGE OF PAVEMENT
EX	EXISTING
PP	POWER POLE
PROP	PROPOSED
RET	RETAINING
R/W	RIGHT-OF-WAY
SDWK	SIDEWALK
TYP	TYPICAL
TPU	TO BE UNDERGROUNDED

Source(s): HPA (11-15-2023)

Figure 3-35

Not to Scale

DPR 22-10 Overall Site Plan (Trailer Storage Lot 2)



PROPOSED PARKING

AUTO PARKING PROVIDED:		
STANDARD (9' x 19')	4	STALLS
ACCESSIBLE STALLS - VAN (12' X 19')	1	STALLS
AUTO TOTAL:	5	STALLS
TRAILER PARKING PROVIDED:		
STANDARD (10' x 55')	708	STALLS
TOTAL PROVIDED:	713	STALLS

Source(s): HPA (11-15-2023)

Figure 3-36

Not to Scale

DPR 22-10 Conceptual Grading Plan (Trailer Storage Lot 2)

5. Utilities (Trailer Lot 2)

Figure 3-37, *DPR 22-10 Conceptual Utility Plan (Trailer Lot 2)*, depicts the proposed utility plan for the Building 4 site, which implements the utility plans included as part of the proposed OVNSP (as described in subsection 3.5.2.3.5.3.D). As shown on Figure 3-37, a series of catch basins and storm drain lines are proposed within the surface parking lot, which would route first flush runoff towards one of several underground MWS systems located beneath the truck trailer stalls within the northwestern portion of the Trailer Lot 2 site for water quality treatment. Following water quality treatment, flows generated on the Trailer Lot 2 site would be conveyed to the proposed public storm drain line within the proposed private drive aisle to the north, conveyed towards Calimesa Boulevard, and connecting with the existing storm drain conveyance system.

3.6 SCOPE OF ENVIRONMENTAL ANALYSIS

3.6.1 CONSTRUCTION CHARACTERISTICS

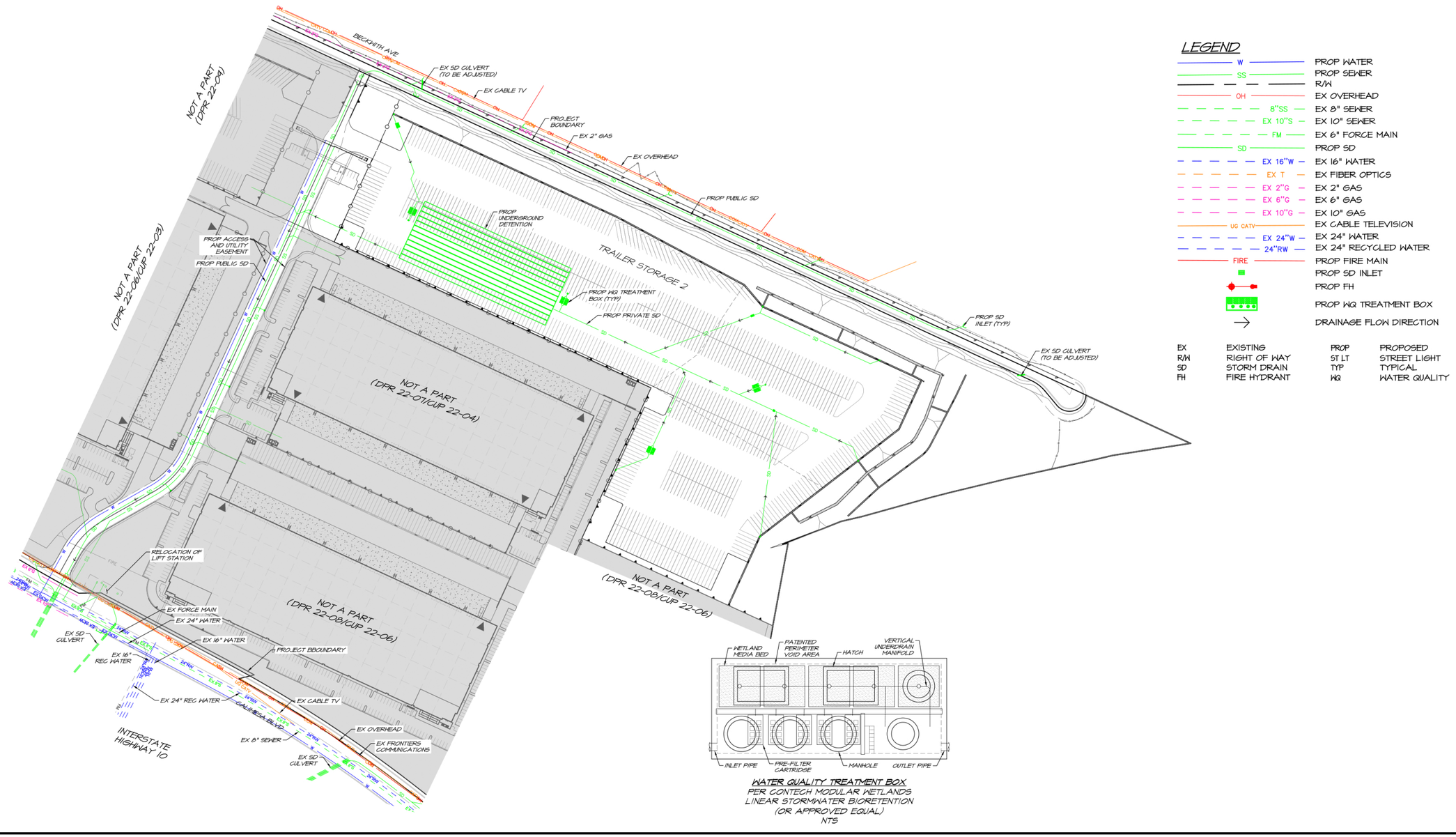
A. Proposed Physical Disturbance

Figure 3-38, *Proposed Limits of Physical Disturbance*, depicts the planned limits of physical disturbance associated with the Project. The total area of physical ground disturbance required, including off-site improvements, is expected to be a maximum of 124.4 acres. The 110.2-acre Project site would be disturbed from Project construction with no areas left natural. In addition, the Project would result in off-site physical disturbances along the Project site's frontages with Calimesa Boulevard and Beckwith Avenue, and along Beckwith Avenue between Singleton Road and the northern boundary of the site, resulting in approximately 8.1 acres of off-site impacts. In addition, 6.3 acres of on- and off-site Project-related disturbance would overlap with a City improvement project along Singleton Road and along Calimesa Boulevard, which proposes to realign Calimesa Boulevard through the northwestern portion of the Project site. The City's roadway improvement project includes approximately 0.7-acre of impacts within the Project site (which is accounted for as part of the previously-described 110.2 acres of on-site impacts) and 5.6 acres of impacts that would partially overlap with the Project's off-site impacts (not accounted for above in the 8.1 acres of Project-related off-site impacts). No other known physical impacts would occur with implementation of the Project.

B. Construction Activities

Construction of the Project is anticipated to begin as early as September 2024 and end in late 2027. Although the actual construction start and end dates by construction phase are unlikely to be the exact dates shown below in Table 3-3, *Approximate Construction* Duration, the table represents reasonable expectations based on construction duration estimates provided by the Project Applicant. The duration of construction and types of construction equipment that would be used and that are relied upon for analysis within this EIR represent a reasonable approximation as required by the CEQA Guidelines.

The typical construction sequence entails site preparation followed by grading of the Project site. Next, construction of the business park building shells, installation of infrastructure and utilities, paving, landscaping, and then painting and other architectural coatings of the business park buildings would occur. Tenant improvements inside the business park buildings and the installation of rooftop solar panels and exterior

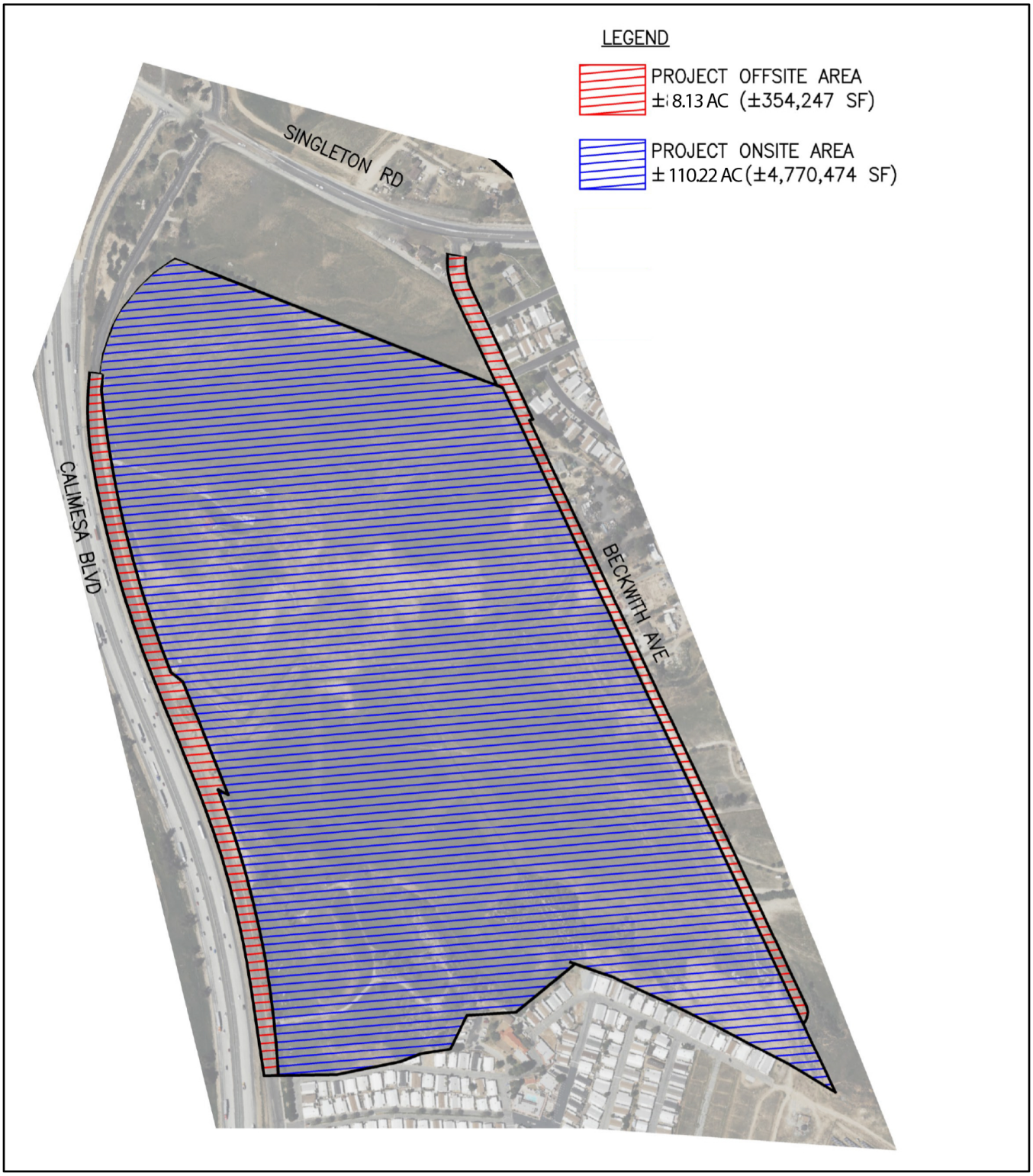


Source(s): Albert A. Webb Associates (11-15-2023)

Figure 3-37

Not to Scale

DPR 22-10 Conceptual Utility Plan (Trailer Storage Lot 2)



Source(s): Albert A. Webb Associates (06-12-2023)

Figure 3-38

Not to Scale

Proposed Limits of Physical Disturbance

Table 3-3 Approximate Construction Duration

Construction Activity	CalEEMod Construction Activity	Start Date	End Date	Days
Site Development	Demolition	9/3/2024	9/6/2024	3
	Site Preparation	9/9/2024	9/20/2024	10
	Grading	9/23/2024	3/21/2025	180
Vertical Construction (PA 1)	Building Construction	3/24/2025	12/23/2025	270
	Paving	6/16/2025	9/15/2025	60
	Architectural Coating	9/16/2025	12/23/2025	90
Vertical Construction (PA 2)	Building Construction	2/3/2027	2/3/2028	360
	Paving	9/13/2027	10/15/2027	30
	Architectural Coating	10/20/2027	12/20/2027	60

signage would typically occur after users/tenants are identified and enter into a lease agreement. Residential or church construction in Planning Area 2 is expected to occur after the business park area is built.

Construction is reasonably assumed to occur during the mornings and afternoons, Monday through Friday with occasional work on weekends, with the exception of federal holidays. During limited periods when concrete is poured, construction activity may occur at night when cooler air temperatures are most conducive to curing (hardening) concrete.

The types of construction equipment expected on the site include rubber-tired bulldozers, crawler tractors, excavators, graders, scrapers, cranes, forklifts, generator sets, welders, pavers, paving equipment, rollers, air compressors, hand tools and other miscellaneous equipment. Construction equipment is not usually in continuous use and some pieces of equipment are utilized only periodically throughout a typical day of construction. Thus, eight hours of daily use per piece of equipment is an overly conservative and reasonable assumption for purposes of analysis in this EIR. The Project specific construction fleet may vary due to specific Project needs at the time of construction.

3.6.2 Operational Characteristics

The proposed Project would operate as a business park in Planning Area 1 as described in detail above, and as either a multi-family residential development or a church campus in Planning Area 2.

For the business park uses within OVNSP Planning Area 1, the future users of the proposed buildings and trailer parking lots are not known at this time. The proposed buildings would operate as high-cube warehouses. For the purposes of this EIR, all of the buildings and the truck trailer storage lots are assumed to be operational 24 hours per day, seven days per week, with exterior loading and parking areas illuminated at night. All lighting on site would be subject to compliance with Chapter 18.120 (Outdoor Lighting) of the City of Calimesa

Municipal Code. The proposed buildings are designed such that business operations would be conducted within the enclosed building, with the exception of traffic movement, parking, and the loading and unloading of tractor trailers at designated loading bays. As a practical matter, dock doors on the buildings are not occupied by a truck or trailer at all times of the day. There are typically many more dock door positions on a building than are needed for receiving and shipping volumes. The dock doors that are in use at any given time are usually selected based on interior building operation efficiencies. In other words, trucks ideally dock in the position closest to where the goods carried by its trailer are stored inside the building. As a result, a number of dock door positions are frequently inactive throughout the day. Employees and visitors would access the Project site via Calimesa Boulevard and enter and exit the site using private driveways that connect with Calimesa Boulevard. There would be no truck or vehicular access provided from Beckwith Avenue, though a single gated emergency vehicle access point is proposed that only would be used during emergency events. Passenger vehicles would enter the site and park in designated vehicle parking lots. Employees and visitors would walk between vehicle parking lots and building entrance doors. Tractor trailers also would enter the site via Calimesa Boulevard and pass through a security gate to gain access to the truck courts and building loading docks. The security gates may or may not include a staffed guard shack depending on the needs of the building user. Once inside the gate, tractor trailers would enter the truck courts and back into a loading dock. The driver would then typically detach the trailer from the truck during the unloading process. The truck would either park and wait, leave the site, or pick up a loaded trailer ready for an outbound trip. Trucks or yard equipment also may drop loaded or empty trailers at designated trailer storage spaces until the trailer is needed at a loading dock. The proposed operation would not result in the storage of raw, intermediate, or hazardous materials. Dust, vapors, and noise are expected at a level typical of high-cube and parcel hub warehouse buildings.

For Trailer Storage Lots 1 and 2, users have not been identified and these lots would not be owner-operated or leased per space to private drivers and the operators of these lots would not be driving their person all vehicles onto the Project site. Each lot would be leased to a single tenant user. The operations would consist of parking and storing loaded or empty trailers that would be move to or from nearby warehouses or distribution centers that need surplus parking or storage. It is anticipated that the two proposed storage lots would serve as overflow parking or storage for the four proposed buildings on-site. These lots are anticipated to be used to park or store loaded of emptied trailers that are waiting to return to their destinations. Tractor trailers would arrive at the entry and check in through a gate, and then proceed at slow speed to a parking space. At the parking space, the trailer would be detached from the tractor and parked in a space. The tractor would then either pick up another trailer parked on the site and exit, or would exit the site with no attached trailer.

Within the residential portion of the Project (OVNSP Planning Area 2), typical operational characteristics would include residents and visitors traveling to and from the Project site, leisure and maintenance activities occurring on individual residential lots, general maintenance of common areas, and parking lot movements associated with the proposed church use. Low levels of noise and a moderate level of artificial exterior lighting typical of residential uses is expected within proposed OVNSP Planning Area 2. Should Planning Area 2 instead develop as a church, it is expected that features would include a congregation building, a hall with ancillary kitchen, meeting rooms and office features, and an additional building used primarily as meeting rooms and offices. Outdoor features are expected to include a plaza, surface parking lots, landscaping, and

lighting. Below are typical operational characteristics for a church campus based on operating characteristics of other similarly designed and operated churches in the area.

- Services would be held Monday through Friday at 8:00 am. Attendance would be typically around 60 people.
- Occasionally there would be additional services held during the week such as funerals and prayer services. Attendance is normally under 100 people for these types of services.
- Sunday services would be held at 7:00 am, 9:00 am, 11:30 am, and 5:00 pm. Each service would last approximately 1 hour. The seating capacity would be 1,200 persons in the congregation area but a typical heavily-attended service draws approximately 800 people.
- Saturday service would be held at 5:00 pm with occasional weddings and quinceañeras, scheduled beginning at 10:00 am and 1:00pm, lasting approximately 1 hour, and typically drawing under 150 people in attendance.
- There are several days during the year that services inside the church may extend past 10:00 pm.
- The church office would be open Monday through Friday from 8:00 am to 5:00 pm, staffed with between 5 to 10 people.
- The Hall will be used mostly on weekends. The intent of the Hall is for use mostly on weeknights and mostly for small group education and meetings attended by between 30 to 50 people.
- Weekend and evening use of the Hall would include receptions, fund raisers, religious education classes and meetings. The Hall would have an occupancy capacity of 350 people but would be typically used by groups no larger than 100 people.
- There will be no rectory on the property and no opportunity for overnight accommodations.
- Occasionally, there would be special outside events such as Fiestas, Carnivals, outdoor services, and sporting events. Most of these will take place on the weekend and will end before 10:00 p.m.
- Exterior amenities may include: Prayer gardens, play field, and basketball/volleyball court in the parking lot.

A. Future Population

According to data available from the United States Census Bureau, the average number of people per household (pph) in the City of Calimesa is 2.74 (USCB, 2021). However, an average of 2.88 persons per household is conservatively used for analysis in this EIR (Urban Crossroads, 2023e). Accordingly, the 223 high-density multi-family dwelling units proposed in OVNSP Planning Area 2 would generate approximately 642 residents (223 households x 2.88 persons/household = 642.24 persons). In the event that Planning Area 2 is developed with the church use, the Project would not directly generate a population.

B. *Future Employment*

According to employment generation data available from the Southern California Association of Governments (SCAG), warehouse uses generate approximately 16.32 employees for each acre of warehouse development (0.39 employees per 1,030 s.f.) (SCAG, 2001, Table 10A). Accordingly, the 95.6 acres of the Project site that are proposed for warehouse use would be expected to generate approximately 1,560 employees (95.6 acres x 16.32 employees/acre = 1,560.2 employees). However, more conservative factors are used for analysis in this EIR. Specifically, it is assumed that the Project's potential high-cube warehouse uses would generate one employee per 1,030 s.f. of building area, while high-cube parcel hub warehouse uses that also may be accommodated by the Project's proposed warehouse buildings would generate approximately one employee per 300 s.f. of building area. Thus, under the scenario in which high-cube warehouse uses are proposed the Project is expected to generate approximately 954 employees (982,232 s.f. of building space maximum ÷ 1,030 = 953.6 employees), while under the scenario in which the Project's warehouse buildings are occupied with high-cube parcel hub uses the Project would generate approximately 3,274 employees (982,232 s.f. ÷ 300 s.f./employee = 3,274.1 employees). (Urban Crossroads, 2023e) A nominal number of employees would be generated in the event that a church is developed in OVNSP Planning Area 2 in lieu of residential uses.

C. *Traffic*

As previously discussed, Planning Area 2 of the OVNSP could be developed with either 223 multi-family dwelling units or a church with 1,200 seats in the congregation area. In addition, at the time of preparation of this EIR, the tenants of the proposed business park buildings and truck trailer storage lots were not known. As such, multiple scenarios are considered in the Project's Traffic Study (EIR *Technical Appendix P*).

Table 3-4, *Project Trip Generation Summary (Scenario 1)*, shows the amount of traffic that would be generated by the Project if Planning Area 1 was developed with a mixture of high-cube warehouse uses (982,232 s.f.) in all four buildings and the two proposed truck/trailer storage lots, and assuming that Planning Area 2 would be developed with 223 multi-family dwelling units. As shown in Table 3-4, under this scenario the Project would generate approximately 4,689 trips per day (actual vehicles), including 1,414 truck trips per day, 259 total trips during the morning peak hour, and 358 total trips during the evening peak hour.

Table 3-5, *Project Trip Generation Summary (Scenario 2)*, shows the amount of traffic that would be generated by the Project if Planning Area 1 was developed with a mixture of high-cube parcel hub warehouse uses (982,232 s.f.) in all four buildings and the two trailer storage lots, and assumes that Planning Area 2 would be developed with 223 multi-family dwelling units. As shown in Table 3-5, under this scenario the Project would generate approximately 7,146 trips per day (actual vehicles), including 2,251 truck trips per day, 550 total trips during the morning peak hour, and 826 total trips during the evening peak hour.

Table 3-6, *Project Trip Generation Summary (Scenario 3)*, shows the amount of traffic that would be generated by the Project if Planning Area 1 was developed with a mixture of high-cube warehouse uses (982,232 s.f.) and the two trailer storage lots, and assumes that Planning Area 2 would be developed with the 1,200-seat church use. Because peak traffic associated with church uses occurs on Sundays, the trip generation information presented in Table 3-6 accounts for trips that would be generated by the Project on Sunday

mornings. As shown in Table 3-6, under this scenario the Project would generate approximately 661 trips per day (actual vehicles), including 21 truck trips per day, 331 trips during the morning peak hour, and 330 trips during the evening peak hour.

Table 3-4 Project Trip Generation Summary (Scenario 1)

Trip Generation Results										
Planning Area	Land Use	ITE LU Code	Quantity[2]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
1	High-Cube Warehouse	--	982.232 TSF							
	- Passenger Cars			64	20	84	32	81	113	1,463
	- Truck Trips (Actual)			28	8	36	14	35	49	629
	High Cube Parcel Warehouse Subtotal			92	28	120	46	116	162	2,092
	Truck/Trailer Parking Lot	--	25.62 AC							
	- Passenger Cars			2	8	10	11	12	23	309
	- Truck Trips									
	2-axle:			*2*	*0*	*2*	*3*	*6*	*9*	*108*
	3-axle:			*5*	*20*	*25*	*9*	*6*	*15*	*281*
	4+-axle:			*5*	*8*	*13*	*28*	*8*	*36*	*396*
	- Net Truck Trips (Actual Vehicles)			12	28	40	40	20	60	785
	Truck/Trailer Parking Lot Subtotal			14	36	50	51	32	83	1,094
	Passenger Cars Subtotal			66	28	94	43	93	136	1,772
	Truck Trips Subtotal			40	36	76	54	55	109	1,414
	Planning Area 1 Subtotal (Actual Vehicles)[5]			**106**	**64**	**170**	**97**	**148**	**245**	**3,186**
2	Multi-Family Housing	220	223 DU	22	67	89	71	42	113	1,503
INTERIM YEAR (2028) SCENARIO 1 (PA 1 HIGH-CUBE WAREHOUSE & TRUCK/TRAILER LOT, AND PA 2 RESIDENTIAL) TOTAL EXTERNAL TRIPS (ACTUAL VEHICLES)				**128**	**131**	**259**	**168**	**190**	**358**	**4,689**

[1] Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 11th Edition (2021).

[2] TSF = Thousand Square Feet; DU = Dwelling Units; AC = Acres

[3] Source: *TUMF High-Cube Warehouse Trip Generation Study*. Prepared by WSP, January 2019.
Passenger and Truck AM/PM peak hour (in/out) splits are estimated from based on ITE peak-to-daily relationship
Truck Daily Rate Source: *Notice of Preparation of a Draft Environmental Impact Report for the Proposed Potrero Logistics Center*.
Prepared by South Coast Air Quality Management District (SCAQMD), June 2020.

[4] Source: Trip generation rates developed from empirical data summarized on Table 1.1 of Appendix A (trips divided by acreage). Rates shown are the average between the 2 sites.

[5] Total Net Trips (Actual Vehicles) = Passenger Cars + Net Truck Trips (Actual Trucks).

Source: (Urban Crossroads, 2023h, Table 4-3)

Table 3-5 Project Trip Generation Summary (Scenario 2)

Trip Generation Results											
Planning Area	Land Use	ITE LU Code	Quantity[2]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
1	High-Cube Parcel Hub Warehouse	156	982.232 TSF							
	- Passenger Cars			238	239	477	335	158	493	3,083
	- Truck Trips									
	Truck Trips (2-axle):			*18*	*18*	*36*	*15*	*7*	*22*	*246*
	Truck Trips (3-axle):			*22*	*22*	*44*	*20*	*9*	*29*	*303*
	Truck Trips (4+-axle):			*65*	*66*	*131*	*58*	*28*	*86*	*917*
	- Net Truck Trips (Actual Vehicles)			105	106	211	93	44	137	1,466
	High Cube Parcel Warehouse Subtotal			343	345	688	428	202	630	4,549
	Truck/Trailer Parking Lot	--	25.62 AC							
	- Passenger Cars			2	8	10	11	12	23	309
	- Truck Trips									
	2-axle:			*2*	*0*	*2*	*3*	*6*	*9*	*108*
	3-axle:			*5*	*20*	*25*	*9*	*6*	*15*	*281*
	4+-axle:			*5*	*8*	*13*	*28*	*8*	*36*	*396*
	- Net Truck Trips (Actual Vehicles)			12	28	40	40	20	60	785
	Truck/Trailer Parking Lot Subtotal			14	36	50	51	32	83	1,094
	Passenger Cars Subtotal			240	247	487	346	170	516	3,392
	Truck Trips Subtotal			117	134	251	133	64	197	2,251
	Planning Area 1 Subtotal (Actual Vehicles)[7]			**357**	**381**	**738**	**479**	**234**	**713**	**5,643**
2	Multi-Family Housing	220	223 DU	22	67	89	71	42	113	1,503
INTERIM YEAR (2028) SCENARIO 2 (PA 1 PARCEL HUB WAREHOUSE & TRUCK/TRAILER LOT, AND PA 2 RESIDENTIAL) TOTAL EXTERNAL TRIPS (ACTUAL VEHICLES)				**379**	**448**	**827**	**550**	**276**	**826**	**7,146**

[1] Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 11th Edition (2021).

[2] TSF = Thousand Square Feet; DU = Dwelling Units; AC = Acres

[3] Vehicle Mix Source: Institute of Transportation Engineers (ITE), Trip Generation Handbook, Third Edition (September 2017).

[4] Vehicle Mix Source: Institute of Transportation Engineers (ITE), High-Cube Warehouse Vehicle Trip Generation Analysis (October 2016).

[5] Truck Mix Source: SCAQMD Warehouse Truck Trip Study Data Results and Usage (2014).
Normalized % - Without Cold Storage: 16.7% 2-Axle trucks, 20.7% 3-Axle trucks, 62.6% 4-Axle trucks

[6] Source: Trip generation rates developed from empirical data summarized on Table 1.1 of Appendix A (trips divided by acreage). Rates shown are the average between the 2 sites.

[7] Total Net Trips (Actual Vehicles) = Passenger Cars + Net Truck Trips (Actual Trucks).

Source: (Urban Crossroads, 2023h, Table 4-7)

Table 3-6 Project Trip Generation Summary (Scenario 3)

Trip Generation Results						
Planning Area	Land Use	ITE LU Code	Quantity[2]	Sunday Peak Hour In	Out	Total
1	High-Cube Warehouse	--	982.232 TSF			
	- Passenger Cars			19	6	25
	- Truck Trips (Actual)			8	2	10
	High Cube Parcel Warehouse Subtotal			27	8	35
	Truck/Trailer Parking Lot	--	25.62 AC			
	- Passenger Cars			1	2	3
	- Truck Trips					
	2-axle:			*1*	*0*	*1*
	3-axle:			*1*	*6*	*7*
	4+-axle:			*1*	*2*	*3*
	- Net Truck Trips (Actual Vehicles)			3	8	11
	Truck/Trailer Parking Lot Subtotal			4	10	14
	Passenger Cars Subtotal			20	8	28
	Truck Trips Subtotal			11	10	21
	Planning Area 1 Subtotal (Actual Vehicles)[5]			**31**	**18**	**49**
2	Church	560	1,200 SEATS	300	312	612
SUNDAY MORNING INTERIM YEAR (2028) SCENARIO 3 (PA 1 HIGH-CUBE WAREHOUSE & TRUCK/TRAILER LOT, AND PA 2 CHURCH) TOTAL EXTERNAL TRIPS (ACTUAL VEHICLES)				**331**	**330**	**661**

[1] Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 11th Edition (2021).

[2] TSF = Thousand Square Feet; AC = Acres

[3] Sunday rates for warehouse use have been estimated based on weekday rates to reflect Sunday conditions.

[4] Total Net Trips (Actual Vehicles) = Passenger Cars + Net Truck Trips (Actual Trucks).

Source: (Urban Crossroads, 2023h, Table 4-11)

4.0 ENVIRONMENTAL ANALYSIS

4.0.1 SUMMARY OF EIR SCOPE

In accordance with California Environmental Quality Act (CEQA) Guidelines §§ 15126-15126.4, this EIR Section 4.0, *Environmental Analysis*, provides analyses of potential direct, indirect, and cumulatively-considerable impacts that could occur from planning, constructing, and operating the proposed Project.

Pursuant to the procedural requirements of CEQA, on July 14, 2023, the City filed an NOP with the OPR SCH and Riverside County Clerk-Recorder to indicate that an EIR would be prepared to evaluate the Project's potential to impact the environment. Additionally, the NOP was distributed to surrounding property owners, responsible and trustee agencies, and other interested parties for a 30-day public review period that commenced on July 14, 2023, and concluded on August 14, 2023. It should be noted that the City distributed a NOP pertaining to a prior version of the Project's design on December 12, 2022, which would have resulted in the development and operation of significantly more industrial square footage (specifically, 382,688 more square feet); because the Project was substantially modified in response to comments received on the original NOP from the public and to generally reduce environmental impacts, a new NOP was issued on July 14, 2023. An Initial Study was not prepared for the Project; thus, the NOP indicated that the required EIR will evaluate all topics listed in Appendix G to the CEQA Guidelines, as implemented by the City of Calimesa. In addition, a publicly-noticed EIR Scoping Meeting was held virtually on July 24, 2023, with public participation available by Zoom login. The City also held a public scoping meeting by Zoom login on January 5, 2023, which featured a prior version of the Project's design; comments from the January 2023 Scoping Meeting that remain relevant to the current version of the Project are considered in this draft EIR. The Scoping Meetings provided members of the general public an additional opportunity to comment on the scope of environmental issues to be addressed in this EIR.

A summary of comments received by the City during the NOP public review period and at the Scoping Meetings were described in EIR Table 1-1. Pursuant to Appendix G to the CEQA Guidelines, this EIR evaluates 20 primary environmental subject areas, as listed below. Each Subsection evaluates several specific subject matters related to the general topic of the Subsection. The title of each Subsection is not limiting; therefore, refer to each Subsection for a full account of the subject matters addressed therein.

4.1 Aesthetics
4.2 Agriculture & Forestry Resources
4.3 Air Quality
4.4 Biological Resources
4.5 Cultural Resources
4.6 Energy
4.7 Geology & Soils
4.8 Greenhouse Gas Emissions
4.9 Hazards & Hazardous Materials
4.10 Hydrology & Water Quality
4.11 Land Use & Planning
4.12 Mineral Resources
4.13 Noise
4.14 Population & Housing
4.15 Public Services
4.16 Recreation
4.17 Transportation
4.18 Tribal Cultural Resources
4.19 Utilities & Service Systems
4.20 Wildfire

4.0.2 Scope of Cumulative Effects Analysis

CEQA requires that an EIR contain an assessment of the cumulative impacts that may be associated with a proposed project. As noted in CEQA Guidelines § 15130(a), "an EIR shall discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable." "[A] cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects creating related impacts" (CEQA Guidelines §15130(a)(1)). As defined in CEQA Guidelines § 15355:

> *'Cumulative Impacts' refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.*
>
> *(a) The individual effects may be changes resulting from a single project or a number of separate projects.*
>
> *(b) The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.*

CEQA Guidelines § 15130(b) describes two acceptable methods for identifying a study area for purposes of conducting a cumulative impact analysis. These two approaches include: 1) a list of past, present, and probable future projects producing related or cumulative impacts, including if necessary, those projects outside the control of the agency ('the list of projects approach'), or 2) a summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area-wide conditions contributing to the cumulative impact ('the summary of projections approach').

The summary of projections approach is used in this EIR, except for the evaluation of near-term vehicular traffic-related air quality and noise impacts, which rely instead on the list of projects approach. This methodology was determined to be appropriate by the City of Calimesa because long-range planning documents contain a sufficient amount of information to enable an analysis of cumulative effects for all subject areas, with exception of vehicular-related air quality and noise effects, which require a greater level of detailed study.

Under this approach, the cumulative analysis under most sections considers impacts to each issue area based on the presumed buildout of the Calimesa General Plan as well as the general plans of any nearby jurisdictions that occur within the cumulative study area for each subject area. For most issue areas, this would include nearby portions of the City of Calimesa, unincorporated Riverside County, and the City of Beaumont, although the cumulative study area may be smaller or larger depending on the issue area under evaluation. For example, for the issue area of aesthetics, the cumulative study area is defined by the Project's viewshed (i.e., off-site areas with views of the Project site), which encompasses lands within the immediate Project vicinity (i.e., within approximately two miles of the Project site). For the issue of hydrology and water quality, by contrast,

the cumulative study area is defined as the Santa Ana River Watershed, which encompasses portions of San Bernardino, Riverside, Orange, and Los Angeles Counties. For the issue of biology, the cumulative study area corresponds to the boundaries of the Western Riverside County Multiple Habitat Species Conservation Plan (MSHCP), as the MSHCP provides for the conservation of a wide variety of special status plant and animal species and encompasses a broad region that generally represents biological conditions associated with the Project area; thus, the cumulative study area for biological resources includes all future land uses within western Riverside County as called for by the general plans of the County and the various cities that are included in the MSHCP region. Refer to the individual Subsections within EIR Section 4.0 for a description of the specific cumulative study area used for each subject area evaluated in this EIR.

As noted, for most issue areas, nearby portions of the City of Calimesa, unincorporated Riverside County, and the City of Beaumont are used as the Project's cumulative study area. This cumulative study area encompasses a large area surrounding the Project site that has similar environmental characteristics as the Project site. This area generally contains a variety of residential and commercial land uses, with portions of the area comprising undeveloped lands and open space. This study area exhibits similar characteristics in terms of climate, geology, and hydrology. This study area also encompasses the service areas of the Project site's primary public service and utility providers. Areas outside of this study area either exhibit topographic, climatological, or other environmental circumstances that differ from those of the Project site, or are simply too far from the Project site to produce environmental effects that could be cumulatively considerable.

The analysis of cumulatively-considerable traffic-related impacts to air quality and noise uses a combined approach, utilizing the list of projects approach for the near-term analysis of cumulatively-considerable impacts, and the summary of projections approach for the evaluation of long-term cumulatively-considerable impacts. With the combined approach, the cumulative impact analyses for the analysis of traffic-related impacts to air quality and noise impacts overstate the Project's (and Project-related components') potential cumulatively-considerable impacts as compared to an analysis that would rely solely on the list of projects approach or solely on the summary of projections approach; therefore, the combined approach provides a conservative, "worst-case" analysis for cumulative traffic-related air quality and noise impacts.

For near-term conditions, the analyses of cumulatively-considerable vehicular-related air quality and noise impacts are based on existing traffic conditions plus ambient growth, the manual addition of traffic from known and reasonably foreseeable projects in proximity to the Project site that would contribute traffic to the same transportation facilities as the Project, as well as large, traffic-intensive projects farther from the Project site that have the potential to affect regional transportation facilities. This methodology recognizes development projects that have the potential to contribute measurable traffic to the same intersections, roadway segments, and/or State highway system facilities as the proposed Project and have the potential to be made fully operational in the foreseeable future.

As shown on, Table 4.0-1, *Cumulative Projects List*, and as depicted on Figure 4.0-1, *Cumulative Projects Location Map*, the near-term cumulative impact analysis of traffic-related air quality and noise impacts includes 19 other known and foreseeable projects within this study area in addition to the summary of

Table 4.0-1 Cumulative Projects List

No.	Project Name/Case No.	Land Use	Quantity	Units
1	Calimesa II	Health/Fitness Club	20.0	TSF
		Clinic	12.0	TSF
		Animal Hospital/Veterinary Clinic	9.90	TSF
		Medical-Dental Office	5.00	TSF
		Shopping Center (>150k)	8.50	TSF
		High Turnover (Sit-Down) Restaurant	8.50	TSF
		Fast-Food Restaurant w/Drive-Thru Window	7.50	TSF
		Super Convenience Market/Gas Station	16.00	VFP
2	Summerwind Commons II	Single Family Detached	168.0	DU
3	Oak Valley Town Center	High Cube Warehouse	2,250.0	TSF
		Truck/Trailer Parking Lot	10.07	AC
4	Oak Valley Town Commercial	Commercial Retail	751.8	TSF
5	JP Ranch (Tract No. 30387)	Single Family Residential	689	DU
		Shopping Center	72.7	SF
6	Holly Hills (Within RIVCOM TAZ 140)	Single Family Detached	1,039.0	DU
		Multifamily Housing (Low-Rise)	266.0	DU
		Parks/Recreation	11.6	AC
7	Holly Hills (Within RIVCOM TAZ 143)	Single Family Detached	470.0	DU
		Multifamily Housing (Low-Rise)	473.0	DU
		Parks/Recreation	10.3	AC
8	I-10 Gateway	High-Cube Warehouse	2,560.0	TSF
9	Borstein Property	Single Family Residential	209.0	DU
10	Summerwind Trails (Phases 2 & 3)	Single Family Residential	1,747.0	DU
		Single Family Residential – Attached	411.0	DU
		Parks	25.6	AC
11	Summerwind Trails (Phases 4 & 5)	Single Family Residential	790	DU
		Parks	29.5	AC
12	Sunny-Cal Specific Plan	Single Family Residential	571	DU
13	Beaumont Tract 31966	Single Family Residential	60	DU
14	Fairway Canyon SCPGA	Single Family Residential	1,650	DU
15	Beyond Beaumont Commercial	Shopping Center	6.580	DU
16	Tournament Hills 3, TM 36307	Single Family Residential	279	DU
17	Mesa Verde	Single Family Residential	3,465	DU
		Multifamily Housing	523	DU
		Active Park	57.5	AC
		Recreational Community Center	16	TSF
		Elementary School	1,200	STU
		Shopping Center	200	TSF
18	Oak Valley Commercial 1 (SWC of Calimesa Boulevard/Singleton Road)	Shopping Center	64.0	TSF
19	Oak Valley Commercial 2 (SCE of Calimesa Boulevard/Singleton Road)	Shopping Center	128.1	TSF

Note: TSF = thousand square feet, VFP = vehicle fueling positions, AC = acres, DU = dwelling units, RM = rooms, STU = students.
Source: (Urban Crossroads, 2023g, Table 4-11)

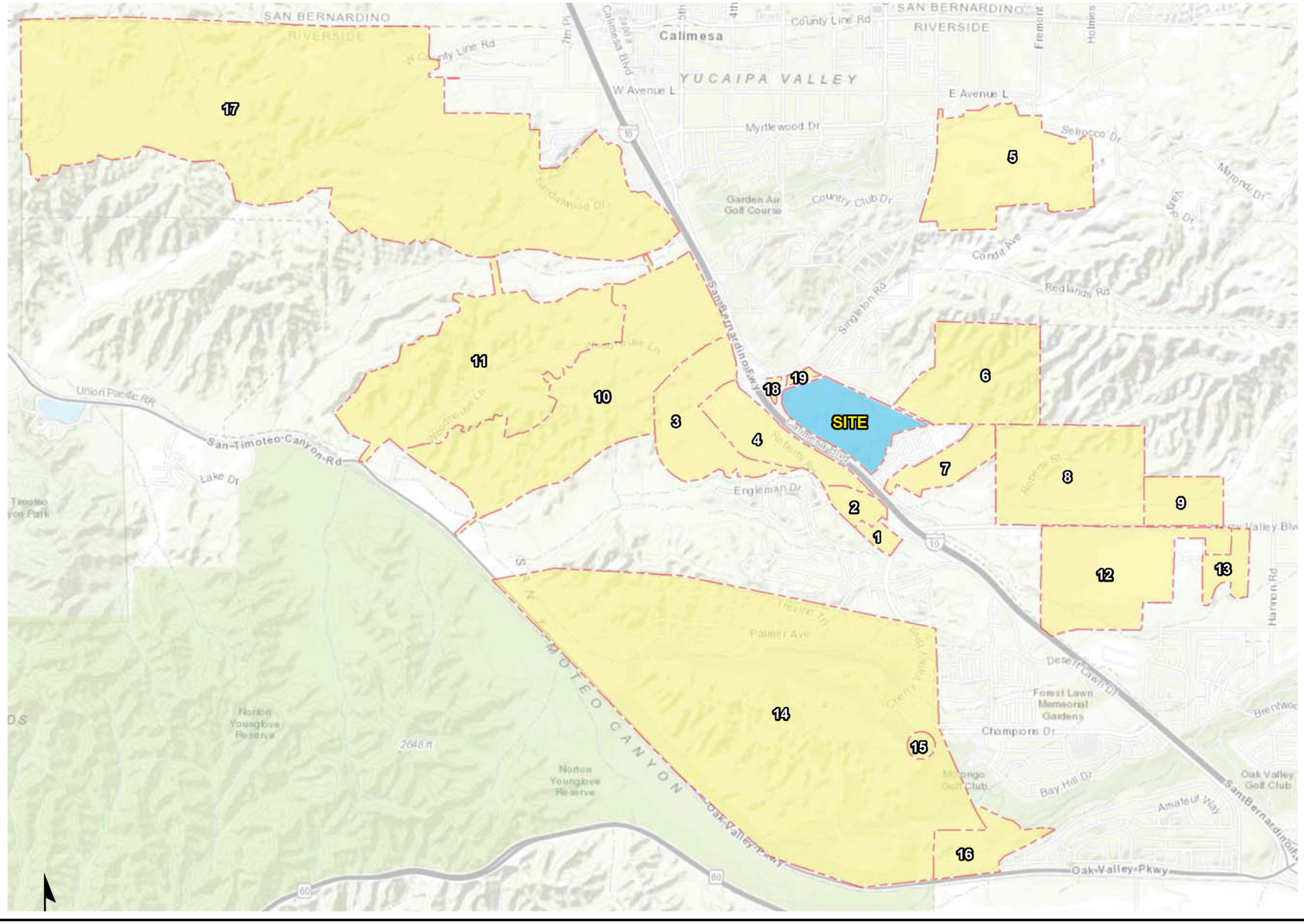
projections. The analysis of long-term cumulatively-considerable traffic impacts considers full buildout of nearby portions of unincorporated Riverside County and the City of Beaumont, based on the general plan land use plans for these jurisdictions.

For the issue of air quality, the cumulative study area comprises the South Coast Air Basin (SCAB), while the cumulative impact analysis relies on guidance from the South Coast Air Quality Management District (SCAQMD). The SCAQMD published a report giving direction on how to address cumulative impacts from air pollution: White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution (SCAQMD, 2003). In this report the AQMD states on page D-3:

> *"…the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR. The only case where the significance thresholds for project specific and cumulative impacts differ is the Hazard Index (HI) significance threshold for toxic air contaminant (TAC) emissions. The project specific (project increment) significance threshold is HI > 1.0 while the cumulative (facility-wide) is HI > 3.0. It should be noted that the HI is only one of three TAC emission significance thresholds considered (when applicable) in a CEQA analysis. The other two are the maximum individual cancer risk (MICR) and the cancer burden, both of which use the same significance thresholds (MICR of 10 in 1 million and cancer burden of 0.5) for project specific and cumulative impacts.*
>
> *Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant."*

The cumulative analysis provided in EIR Subsection 4.3, *Air Quality*, assumes that individual projects that do not generate emissions that exceed the SCAQMD's recommended daily thresholds for project-specific impacts also would not cause a cumulatively-considerable increase in emissions for those pollutants for which the South Coast Air Basin (SCAB) is in nonattainment, and, therefore, would not be considered to have a significant, adverse air quality impact. Alternatively, individual project-related emissions that exceed SCAQMD thresholds for Project-specific impacts would be considered cumulatively considerable.

Compliance with the SCAQMD guidelines for evaluating direct and cumulatively-considerable impacts due to air quality emissions has been shown to result in a demonstrable reduction in air quality pollutants within the SCAB. As more thoroughly discussed in EIR Subsection 4.3, regulations promulgated by the SCAQMD have led to a dramatic reduction in the level of air quality pollutants within the SCAB, including levels of ozone, particulate matter (PM_{10} and $PM_{2.5}$), carbon monoxide (CO), and oxides of nitrogen (NO_X). As noted in the SCAQMD 2022 AQMP, "[s]ubstantial progress has been made in reducing the pollutants that form ozone (i.e., VOCs, NO_X) and $PM_{2.5}$ emissions through regulatory measures, voluntary actions, and partnerships with other agencies and stakeholders" (SCAQMD, 2022, p. 1-15). Improvements also have been seen in ozone levels. Part of the control processes of the SCAQMD's duty to greatly improve the air quality in the SCAB is



Source(s): Urban Crossroads (05-17-2023)

Figure 4.0-1

Not to Scale

Cumulative Projects Location

the uniform CEQA review procedures required by SCAQMD's CEQA Handbook (SCAQMD, 2019). The single threshold of significance used to assess Project direct and cumulative impacts has in fact been successful, as evidenced by the track record of the air quality in the SCAB dramatically improving over the course of the past decades (refer to EIR Subsection 4.3 for an additional discussion on the improvement of air quality within the SCAB).

Environmental impacts associated with buildout of the cumulative study area were evaluated in CEQA compliance documents prepared for the respective general plans of each of the above-named jurisdictions. The location where each of these CEQA compliance documents is available for review is provided below. All of the CEQA compliance documents listed below are herein incorporated by reference pursuant to CEQA Guidelines § 15150.

- Riverside County General Plan Program EIR No. 521 (SCH No. 2009041065), available for review at the Riverside County Planning Department, located at 4080 Lemon Street, 12th Floor, Riverside, California 92501.
- City of Beaumont General Plan 2040 Program EIR (SCH No. 2018031022), available for review at the City of Beaumont Planning Department, located at 550 East Sixth Street, Beaumont, California, 92223.
- City of Calimesa 2014 General Plan Update EIR (SCH No. 2013021033), available for public review at the City of Calimesa Planning Division, located at 908 Park Avenue., Calimesa, California 92320.

4.0.3 Identification of Impacts

Subsections 4.1 through 4.20 of this EIR evaluate the 20 environmental subjects warranting analysis pursuant to CEQA. The format of discussion is standardized as much as possible in each Subsection for ease of review. The environmental setting is discussed first, followed by a discussion of the Project's potential environmental impacts based on specified thresholds of significance used as criteria to determine whether potential environmental effects are significant.

The thresholds of significance used in this EIR are based on the thresholds presented in CEQA Guidelines Appendix G. The thresholds are intended to assist the reader of this EIR in understanding how and why this EIR reaches a conclusion that an impact would or would not occur, is significant, or is less than significant.

Serving as the CEQA Lead Agency for this EIR, the City of Calimesa is responsible for determining whether an adverse environmental effect identified in this EIR should be classified as significant or less than significant. The standards of significance used in this EIR are based on the independent judgment of the City of Calimesa, taking into consideration the current CEQA Guidelines Appendix G, City of Calimesa's Municipal Code, and adopted City policies and ordinances; the judgment of the technical experts that prepared this EIR's Technical Appendices; performance standards adopted, implemented, and monitored by regulatory agencies; significance standards recommended by regulatory agencies; and the standards in CEQA that trigger the preparation of an EIR. As required by CEQA Guidelines § 15126.2(a), impacts are identified in this EIR as direct, indirect, cumulative, short-term, long-term, on-site, and/or off-site impacts of the proposed Project. A summarized "impact statement" is provided in each Subsection following the analysis.

The following terms are used to describe the level of significance related to the physical conditions within the area affected by the proposed Project:

- No Impact: An adverse change in the physical environment would not occur.

- Less-than-Significant Impact: An adverse change in the physical environment would occur but the change would not be substantial or potentially substantial and would not exceed the threshold(s) of significance presented in this EIR.

- Significant Impact: A substantial or potentially substantial adverse change in the physical environment would occur and would exceed the threshold(s) of significance presented in this EIR, requiring the consideration of mitigation measures.

Each Subsection also includes a discussion or listing of the applicable regulatory criteria (laws, policies, regulations, etc.) that the Project is required to comply with (if any). If impacts are identified as significant after mandatory compliance with regulatory criteria, feasible mitigation measures are presented that would either avoid the impact or reduce the magnitude of the impact. The following terms are used to describe the level of significance following the application of recommended mitigation measures:

- Less-than-Significant Impact with Mitigation Incorporated: A substantial or potentially substantial adverse change in the physical environment would occur that would exceed the threshold(s) of significance presented in this EIR; however, the impact can be avoided or reduced to a less-than-significant level through the application of feasible mitigation measure(s).

- Significant and Unavoidable Impact: A substantial or potentially substantial adverse change in the physical environment would occur that would exceed the threshold(s) of significance presented in this EIR. Feasible and enforceable mitigation measure(s) that have a proportional nexus to the Project's impact are either not available or would not be fully effective in avoiding or reducing the impact to below a level of significance.

For any impact identified as significant and unavoidable, the City of Calimesa would be required to adopt a Statement of Overriding Considerations (SOC) pursuant to CEQA Guidelines § 15093 to approve the Project despite its significant impact(s) to the environment. The SOC would list the specific economic, legal, social, technological, and other benefits of the Project, supported by substantial evidence in the Project's administrative record, that outweigh the unavoidable impacts.

4.1 AESTHETICS

The following analysis describes the aesthetic qualities and visual resources present on the Project site and in the site's vicinity, and evaluates the effects that the proposed Project may have on these resources. Descriptions of existing visual characteristics, both on-site and in the vicinity of the Project site, and the analysis of potential impacts to aesthetic resources are based, in part, on field observations and site photographs collected by T&B Planning on December 26th, 2022. The analysis herein also includes a review of available aerial photography, the Project's application materials submitted to the City of Calimesa as described in Section 3.0, *Project Description*, of this EIR, and applicable policies and requirements of the City of Calimesa General Plan and Municipal Code. (Google Earth, 2023; City of Calimesa, 2014)

4.1.1 EXISTING CONDITIONS

A. Existing Aesthetic Conditions

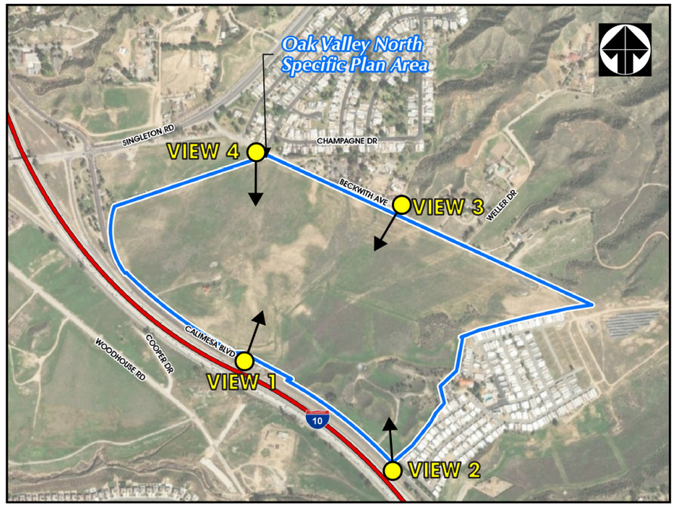
The Project site comprises approximately 110.2 acres of land located northeast of Interstate 10 (I-10) and Calimesa Boulevard, southeast of Singleton Road, and southwest of Beckwith Avenue in the City of Calimesa. The City of Calimesa is situated in the northwestern portion of Riverside County and is located in a relatively flat, valley area south of the San Bernadino Mountains and northwest of the San Jacinto Mountains. Under existing conditions, the majority of the site is vacant and undeveloped, with a singular vacant residence on the western portion of the Project site. The Project site previously was used for agricultural purposes with a residence and farm-related structures. None of the farm-related structures are currently present the at Project site. The vacant single-family residence is approximately 1,600 s.f. in size and is constructed of a wood frame and stucco, presumably supported on conventional shallow foundations with a concrete slab-on-grade floor. Additionally, two exposed concrete pads ranging from 1,600 to 2,100 square feet in size are located north of the residence. The topography of the Project site ranges from 2,386 feet amsl in the southeastern portion of the site to 2,274 feet amsl at the south western boundary of the Project site.

To illustrate the existing visual conditions of the Project site in more detail, a photographic inventory was prepared. Figure 4.1-1, *Site Photographs 1 through 4*, shows the location the photographs were taken and provides four photographs depicting the Project site, each of which are described below. These photographs were taken in December 2022 and provide a representative visual inventory of the visual characteristics of the Project site and its surroundings as seen from surrounding public viewing areas.

- Site Photograph 1: Site Photograph 1 was taken along the southwestern corner of the Project site along Calimesa Boulevard looking northeast. As shown in the photograph, the Project site's boundary at Calimesa Boulevard consists of disturbed and unvegetated land, and chain link fencing associated with an existing off-site electrical substation is visible in the lower left portion of the photograph. Several power and telephone lines are visible in the foreground. As shown from this vantage, the Project site appears as a generally undeveloped parcel of land with a mixture of non-native grasslands and wildflower fields, disturbed/developed areas with ornamental plants, and pockets of native coastal sage/chaparral scrub. The existing vacant single-family residence that occurs in the western portions of the Project site is clearly visible from this location, along with several dead or dying ornamental

Site Photo 1: South of the Project Site along Calimesa Blvd looking north.

Site Photo 2: Southern corner of the Project Site along Calimesa Blvd looking north.



Source(s): Esri, Nearmap Imagery (2023)

Site Photo 3: North of the Project Site along Beckwith Ave looking south.

Site Photo 4: Northern corner of the Project Site looking north.

Figure 4.1-1

Not to Scale

Site Photographs 1 through 4

trees. An existing single-family residential community that is located northeast of the Project site is visible beyond the Project site in the distance. In addition, hills associated with the San Bernardino National Forest are visible along the horizon from this location.

- Site Photograph 2: Site Photograph 2 shows north-facing views from the southwestern corner of the Project site along Calimesa Boulevard and near the existing mobile home park that abuts the Project site to the southeast. As shown in the photograph, the foreground is dominated by a grassy field with several dead or dying trees. In the right portion of the photo is a white block wall associated with the existing residential community to the southeast, along with an off-site healthy ornamental tree. An existing power pole and associated power and telephone lines are visible in the left portion of the photo. In the middle ground, the existing hill forms that occur in the southwestern and southern portions of the Project site are visible. In addition, hills associated with the San Bernardino National Forest are visible along the horizon from this location.

- Site Photograph 3: Site Photograph 3 was taken at the northeastern boundary of the Project site along Beckwith Avenue and near the southeastern corner of the existing neighborhood that is adjacent to the Project site to the north, and depicts views facing southwest. As shown in the photograph, this portion of the Project site is partially fenced off with a two-wire fence that appears to be in a dilapidated state. As shown from this vantage, the Project site appears as a vacant and undeveloped field that is covered with a mix of non-native grasslands and wildflower fields. The existing unoccupied single-family residence is visible in the distance in the right portion of the photo. In the distance, an existing commercial center and existing single-family neighborhoods are visible, with a regional power line and associated towers visible in the distance along the horizon.

- Site Photograph 4: Site Photograph 4 was taken at the northeastern corner of the site, along Beckwith Avenue and near the existing neighborhood that is adjacent to the Project site to the north, and depicts views of the Project site facing south. As shown in the photograph, the Project site in this location is bordered by a dilapidated two-wire fence that is visible in the foreground. The Project site is visible in the middle ground of the photo, and this portion of the Project site appears to consist of an undeveloped field that is covered with a mix of non-native grasslands and wildflower fields. The existing unoccupied single-family home is visible in the distance. Further in the distance, several existing residential communities are visible, with commercial uses visible in the distance in the left portion of the photo. A regional power line and associated towers visible in the distance along the horizon.

B. Scenic Highways

According to mapping information available from Caltrans, the nearest "State Eligible" scenic high is State Route (SR) 38, which is located approximately 6.9 miles north of the Project site. The nearest "Officially-Designated" State scenic highway is SR 243, located approximately 10.1 miles southeast of the Project site. (Caltrans, n.d.; Google Earth, 2023; Riverside County, 2015, Figure C-8; Google Earth, 2023) Although the City's General Plan does not identify or designate any scenic highways, Figure C-8 of the Riverside County General identifies County-eligible and designated scenic highways. According to Figure C-8, there are no

"County Designated" scenic highways in the Project vicinity. The nearest "County Eligible" scenic highway is the portion of Oak Valley Parkway/San Timoteo Canyon Road located west of Interstate 10 (I-10), which is located approximately 1.7 miles southwest of the Project site. (Riverside County, 2015, Figure C-8; RCIT, n.d.)

4.1.2 Regulatory Setting

The following is a brief description of the State and local environmental laws and related regulations governing aesthetics.

A. State Regulations

1. California Scenic Highways

The California Department of Transportation (Caltrans) manages the State Scenic Highway Program, established in 1963 through Senate Bill 1467, Streets and Highways Code, §§ 260 through 263 to protect and enhance the natural scenic beauty of California highways and adjacent corridors, through special conservation treatment. A highway may be designated as scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view. Scenic corridors consist of land that is visible from, adjacent to, and outside the highway right-of-way, and is comprised primarily of scenic and natural features. Topography, vegetation, viewing distance, and/or jurisdictional lines determine the corridor boundaries. Existing law provides Caltrans with full possession and control of all State highways, while this legislation places the Scenic Highway Program under the stewardship of Caltrans. The legislation further declares the intent of the State to assign responsibility for the regulation of land use and development along scenic highways to the appropriate State and local governmental agencies. Scenic highways are classified as either Officially Designated or Eligible for designation and Caltrans maintains the lists of these highways (Caltrans, 2021).

2. California Historic Parkways

Within the State Scenic Highway System, there is also a system of California Historic Parkways, as defined in the Streets and Highways Code, §§ 280-284. California Historic Parkways are freeways that meet the following criteria:

- The original construction was completed prior to 1945;
- The department or Office of Historic Preservation in the Department of Parks and Recreation announces or recognizes features of historical significance, including notable landmarks, historical sites, or natural or human achievements that exist or that occurred during the original construction of the parkway or in the immediately adjacent land area through which the parkway currently passes;
- Any portion of the highway or corridor is bounded on one or both sides by federal, state, or local parkland, Native American lands or monuments, or other open space, greenbelt areas, natural habitat or wildlife preserves, or similar acreage used for or dedicated to historical or recreational uses; and
- Any portion of the highway is traversed, at the time of designation and by the department's best count or estimate using existing information, by not less than 40,000 vehicles per day on an annual daily average basis.

California Historic Parkways are signed with specific markers designating them as a California Historic Parkway. (CA Legislative Info, n.d.)

3. California Art Preservation Act (CAPA)

The California Art Protection Act, established in 1979, is codified in the California Civil Code Section 987. The Act states that the physical alteration or destruction of fine art, which is an expression of the artist's personality, is detrimental to the artist's reputation, and artists therefore have an interest in protecting their works of fine art against any alteration or destruction; and that there is also a public interest in preserving the integrity of cultural and artistic creations. In the event of alteration or destruction of one's fine art, the artist may seek to recover or obtain injunctive relief, actual damages, punitive damages, reasonable attorneys' and expert witness fees, or any other relief which the court deems proper. (CA Legislative Info, n.d.)

B. Local Regulations

1. City of Calimesa General Plan

The City of Calimesa General Plan does not have any specific sections related to aesthetics and visual resources. However, the Land Use Element and the Resource Management Element of the Calimesa General Plan includes policies related to the preservation of scenic and natural resources, which have applicability to the topic of aesthetics. The Resource Management Element addresses the relationship between new development and scenic resources preservation. The Land Use Element provides direction related to how future development is intended to build out in relation to scenic resources, such as through sensitive site design. (City of Calimesa, 2014, pp. 6-9, 2-4 through 2-8)

The Open Space, Parks, and Recreation Element includes Goal OSPR-1, which requires new development to provide visual relief from urban development through the preservation of natural resources and wildlife corridors. Additionally, the Open Space, Parks, and Recreation element recommends the designation of city scenic corridors and viewsheds and the development of guidelines for developments on or along these corridors, although as noted above to date the City of Calimesa has not designated any scenic highways within the City. (City of Calimesa, 2014, p. 7-9)

2. City of Calimesa Municipal Code, Title 18

The City of Calimesa's Title 18, *Zoning, Land Use and Development Regulations*, establishes allowable uses of land and sets standards for what and how land may be developed. Title 18 aims to protect the residents and property within the City from development of unsuitable land uses and safety hazards and ensure that built areas are developed safely with minimal conflict with surrounding lands. Additionally, Title 18 regulates landscaping requirements associated with development proposals. (City of Calimesa, 2022)

3. City of Calimesa Chapter 18.70, Landscape Requirements

The City of Calimesa Chapter 18.70, *Landscape Requirements*, establishes landscaping regulations that are intended to enhance the aesthetic appearance of development and increase compatibility between residential, commercial, and industrial land uses. Additionally, Chapter 18.70 is intended to establish regulations that

reduces heat and glare generated by development, as well as protect public welfare by minimizing the impact of physical and vertical pollution. (City of Calimesa, 2022)

4. City of Calimesa Chapter 18.120, Regulating Outdoor Lighting

Chapter 18.120, *Regulating Outdoor Lighting*, of the City of Calimesa Municipal Code is intended to provide minimum requirements for outdoor lighting in order to reduce and prevent light trespass. Chapter 18.120 provides regulations on adequate lighting shielding, glare, and light trespass in order to ensure all development in the City installs lighting in a way that does not jeopardies the health, safety, or general welfare of residents or degrade their quality of life. Additionally, Chapter 18.120 establishes regulations and standards to reduce light pollution generated by residential, commercial, and industrial land uses. (City of Calimesa, 2009)

4.1.3 Basis for Determining Significance

According to Section I of Appendix G to the CEQA Guidelines, the proposed Project would result in a significant impact to aesthetics if the Project or any Project-related component would:

a. *Have a substantial adverse effect on a scenic vista;*

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

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

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

4.1.4 Impact Analysis

***Threshold a:* Would the Project have a substantial adverse effect on a scenic vista?**

The site photographs provided on Figure 4.1-1 depict the Project site under existing conditions. As shown, the Project site consists of lands formerly used for agricultural production and that now comprises undeveloped lands that are covered with a mixture of non-native grasslands and wildflower fields, disturbed/developed areas with ornamental plants, and pockets of native coastal sage/chaparral scrub, with one existing vacant residential building located in the western-central portion of the site. The Project site is located within a relatively flat area of the San Gorgonio Pass, and is not prominently visible from off-site locations. As demonstrated by the site photographs, there are no prominent scenic resources within the Project site and the Project site does not contribute to a scenic vista under existing conditions.

Scenic vistas within Calimesa are defined by canyon and hillside views, including Lamb Canyon, located 7.7 miles south of the Project site; the San Jacinto Mountains, located approximately 24 miles southeast of the

Project site; and the San Bernadino Mountains, located approximately 14.8 miles northeast of the Project site. Although views of these scenic resources are available in the Project area, development of the Project site with 982,232 s.f. of industrial floor space, approximately 223 units of high-density dwelling units (portions of which may instead be developed with a church use), and a truck trailer storage area would not adversely affect views of these scenic resources and public views of these scenic resources still would be available from publicly accessible areas (e.g., public roads) surrounding the Project site. Additionally, the maximum building height proposed for the Project is ~~50~~ 55 feet, meaning that the Project would not affect any distant views of scenic resources within the Project's viewshed. Moreover, the Project would be subject to compliance with the Development Standards and Design Guidelines of the Project's proposed Oak Valley North Specific Plan, as well as the design measures included in the Project's Development Plan Review (DPR) application materials, compliance with which would ensure that the Project is designed in a manner that visually compatible with land uses in the surrounding area. Thus, the proposed Project would not have a substantial adverse effect on scenic vistas available within the Project area, and impacts would be less than significant.

Threshold b: ***Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?***

As noted under the analysis of Threshold a., and as previously depicted on the site photographs shown on Figure 4.1-1, the Project site does not contain any scenic resources under existing conditions, such as rock outcroppings. As more fully discussed in EIR Subsection 4.4, *Biological Resources*, although the Project would result in impacts to approximately 176 oaks and non-oak trees that occur on the Project site, the Project Applicant would be required to comply with Municipal Code Chapter 18.80 and Section 18.70.120. Chapter 18.80 requires the preparation and implementation of an oak tree preservation and replacement plan, and further requires the replacement of any oak trees regulated by Chapter 18.80 at a ratio of 1:1 when being replaced with oak trees, or a ratio or 9:1 when being replaced with acorns. Section 18.70.120 requires the replacement of all mature non-oak trees with a 36-inch box specimen tree. The Project would be required to comply with Calimesa Municipal Code (CMC) Chapter 18.80 and Section 18.70.120 pursuant to Regulatory Requirements RR 4.1-1 and RR 4.1-2, provided below in subsection 4.1.7, which generally require the replacement of oak trees and non-oak trees that would be lost as a result of Project development. Regulatory Requirement RR 4.1-1 describes the Project-specific requirements related to oak trees (as regulated by CMC Chapter 18.80), and requires the Project Applicant to prepare and implement a Tree Preservation and Replacement Plan (Oak Tree Plan). Regulatory Requirement RR 4.1-2 describes the Project-specific requirements related to non-oak trees (as regulated by CMC Section 18.70.120), and requires the Project Applicant to prepare and implement a Tree Preservation and Replacement Plan (Non-Oak Tree Plan). Thus, because the Project Applicant would be required to comply with Calimesa Municipal Code Chapter 18.80 and Section 18.70.120 by replacing trees that would be lost as a result of Project development, Project impacts to existing trees on site would be less than significant. In addition, although the Project site contains two sites containing potentially historical resources (a single-family residence and the remnants of the Suzy Q Ranch), the analysis in EIR Subsection 4.5, *Cultural Resources*, demonstrates that neither of these resources are eligible for listing on the California Register of Historical Resources (CRHR); thus, the Project site also does not contain any historic buildings under existing conditions. Accordingly, and with mandatory compliance with Calimesa Municipal Code Chapter 18.80 and Section 18.70.120, implementation of the Project would not damage any scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings.

As previously indicated, there are no officially-designated scenic highway corridors within the Project's viewshed. The nearest "State Eligible" scenic high is State Route (SR) 38, which is located approximately 6.9 miles north of the Project site; the nearest "Officially-Designated" State scenic highway is SR 243, located approximately 10.1 miles southeast of the Project site; and the nearest "County Eligible" scenic highway is the portion of Oak Valley Parkway/San Timoteo Canyon Road located west of Interstate 10 (I-10), which is located approximately 1.7 miles southwest of the Project site. Due to distance and intervening topography, vegetation, and development, and based on a viewshed map prepared using Google Earth Pro, the Project site is not visible from any of these facilities, including nearby segments of Oak Valley Parkway/San Timoteo Canyon Road. (Caltrans, n.d.; Google Earth, 2023)

Accordingly, and based on the foregoing analysis, the Project has no potential to damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway, and impacts would therefore be less than significant.

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

According to mapping information from the United States Census Bureau (USCB), the southern portions of the Project site that abut the existing mobile home community are located within the boundaries of the Beaumont 04758 urbanized area, while the remaining majority of the Project site is not located within a USCB-defined urbanized area. (USCB, 2010)

Implementation of the proposed Project would result in the conversion of the Project site from a largely undeveloped property that contains one existing vacant residential home to that of an urban development containing 982,232 s.f. of industrial floor space, approximately 223 units of high-density dwelling units (which may instead be developed with a church use), and truck trailer storage areas. Although this represents a substantial change to the visual character of the Project site, the Project's application materials include site-specific plans detailing the site design, architectural, and landscaping characteristics of the Project. Additionally, the Design Guidelines and Development Standards included as part of the proposed Oak Valley North Specific Plan (OVNSP) would ensure that the proposed development is not visually offensive and would further ensure that future development on site is visually compatible with surrounding land uses. Moreover, and based on the City's review of the Project's application materials, with approval of the Project's proposed General Plan Amendment, Zone Change, and the proposed OVNSP, the Project would be fully consistent with all applicable zoning and other regulations governing scenic quality. Accordingly, the Project would not substantially degrade the existing visual character or quality of public views of the site and its surroundings and would not conflict with applicable zoning and other regulations governing scenic quality; therefore, impacts would be less than significant.

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

The analysis of light and glare describes the existing light and glare environments in the Project area, identifies the light- and glare-sensitive land uses in the area, describes the light and glare sources under the Project, and qualitatively evaluates whether the Project would result in a substantial increase in nighttime lighting and daytime glare as seen from the area's sensitive uses. The analysis of lighting impacts focuses on whether the Project would cause or substantially increase adverse night time lighting effects on light sensitive uses. Included in this analysis is consideration of the affected street frontages, the direction in which Project lighting would be directed, the potential for sunlight to reflect off the exterior surfaces of the proposed buildings, and the extent to which glare would interfere with the operation of motor vehicles or other activities.

Implementation of the Project would introduce new lighting elements on-site, primarily to illuminate parking areas and building entrances for both the residential and non-residential buildings. The Project is designed to adhere to the requirements of the City of Calimesa Municipal Code, including Chapter 18.120 (Regulating Outdoor Lighting). The Project Applicant also would be required to submit a lighting plan to the City prior to the issuance of building permits in order to further demonstrate compliance with these standards. In order to demonstrate compliance with the provisions of Chapter 18.120, the future lighting plans would be required to include a photometric analysis showing that Project lighting would not adversely affect off-site uses. Mandatory compliance with the lighting requirements specified by Chapter 18.120 would ensure that the proposed Project would not adversely affect the day or nighttime views of adjacent properties due to Project-related lighting. (City of Calimesa, 2022)

With respect to daytime glare impacts, the proposed Project would involve the construction of business park and residential buildings (and/or potentially a church) with exterior building surfaces that include window glass. While window glazing has the potential to result in minor glare effects, such effects would be minimal because the glass proposed for use by the Project is low-reflective and would not be mirrored. Furthermore, unobstructed views of on-site building surfaces utilizing glass would be rare due to the extensive use of landscaping, screen walls, and fences on the Project site. Thus, the Project would not introduce substantial sources of artificial lighting and glare and would result in a less-than-significant impact to daytime and nighttime views in the area. Mitigation measures are not required.

4.1.5 Cumulative Impact Analysis

This cumulative impact analysis considers development of the proposed Project in conjunction with other development projects and planned development (CEQA Guidelines Section 15355). The cumulative impact area associated with the Project related to aesthetic impacts includes all areas within the Projects viewshed, as the Project does not have the potential to result in cumulatively-considerable impacts to visual quality outside of areas in which the Project site is visible.

As noted in Threshold a., the Project's effects to views of scenic resources available within the Project's viewshed, including the San Bernadino Mountain Range, the San Jacinto Mountain range, and Lamb Canyon, would be localized to the immediate Project site, and would not affect publicly-available views of these resources from surrounding areas. Moreover, the Project would be subject to compliance with the Development

Standards and Design Guidelines of the Project's proposed OVNSP, as well as the design measures included in the Project's DPR application materials, compliance with which would ensure that the Project is designed in a manner that visually compatible with land uses in the surrounding area. Although it is possible that other cumulative developments within the Project's viewshed could result in adverse impacts to scenic resources available within the Project's viewshed, because the Project would not obstruct or substantially degrade views of these scenic resources from surrounding areas the Project's impacts would be less than significant on a cumulatively-considerable basis.

As noted in Threshold b., the Project site is not visible from or located within close proximity to a State- or County-designated or eligible scenic highway. Additionally, the Project site does not contain rock outcroppings or historic buildings that are considered scenic resources. While the Project site does contain oak trees and non-oak trees, the Project would be subject to compliance with the Calimesa Municipal Code. Chapter 18.80 of the City's Municipal Code requires the preparation and implementation of an oak tree preservation and replacement plan, and further requires the replacement of any oak trees regulated by Chapter 18.80 at a ratio of 1:1 when being replaced with oak trees, or a ratio or 9:1 when being replaced with acorns. Section 18.70.120 of the City's Municipal Code requires the replacement of all mature non-oak trees with a 36-inch box specimen tree. Thus, because the Project Applicant would be required to comply with Municipal Code Chapter 18.80 and Section 18.70.120 by replacing trees that would be lost as a result of Project development, Project impacts to existing trees on site would be less than significant. Although other cumulative developments within the Project's viewshed also have the potential to result in adverse impacts to oak and non-oak trees, all cumulative developments would be subject to the requirements of the City's Municipal Code or the municipal code of other jurisdictions within the Project's viewshed, which would ensure appropriate treatment and/or replacement of affected visually-significant trees, where required. Therefore, and assuming mandatory compliance with the City's Municipal Code requirements, cumulatively-considerable impacts to scenic resources visible within a State scenic highway would be less than significant.

As noted in Threshold c., development within the Project site would be subject to development regulations and design standards contained in the OVNSP as well as the design measures included in the Project's DPR application materials. Mandatory compliance to these design measures and the design measures depicted on the Project's application materials would ensure that future development of light industrial, residential, church, and truck trailer storage uses within the Project site would incorporate high quality building materials, site design, and landscaping amenities to minimize the potential for adverse effects on visual quality and publicly-accessible scenic views. Other cumulative developments within the Project's viewshed similarly would be required to comply with applicable city or county regulations related to visual quality and design, or would include site-specific plans demonstrating that proposed developments would not be aesthetically offensive. Thus, because the Project and other cumulative developments would be required to comply with applicable zoning and other regulations governing scenic quality and/or would be required to demonstrate that future development would not substantially degrade the existing visual character or quality of public views, Project impacts would be less than significant on a cumulatively-considerable basis.

As noted in Threshold d., the Project Applicant would be required to comply with Calimesa Municipal Code Chapter 18.120, which sets standards for outdoor lighting and requires the submission of a lighting plan. Other developments within Calimesa and in surrounding jurisdictions would also be required to comply to applicable

lighting ordinances. Additionally, although cumulative development in the Project's surrounding area is expected to introduce new sources of lighting and potentially reflective materials, mandatory compliance with the applicable legal standard and code requirements would ensure that future cumulative development does not introduce substantial sources of lighting or glare. As such, the Project would not contribute to cumulatively-considerable, adverse impacts to the existing daytime or nighttime views of the Project Site or its surroundings, and impacts would be less than significant on a cumulatively-considerable basis.

4.1.6 Significance of Impacts Before Mitigation

Threshold a: Less-than-significant Impact: The Project does not contain any designated scenic vistas or scenic corridors. The Project would not substantially affect a scenic vista or obstruct public views of a scenic vista because views of such resources would continue to be publicly available within areas surrounding the Project site. Moreover, the Project would be subject to compliance with the Development Standards and Design Guidelines of the Project's proposed Oak Valley North Specific Plan, as well as the design measures included in the Project's Development Plan Review (DPR) application materials, compliance with which would ensure that the Project is designed in a manner that visually compatible with land uses in the surrounding area. Therefore, impacts would be less than significant.

Threshold b: Less-than-significant Impact: The Project site is not located within the viewshed of a State- or County-designated or eligible scenic highway. Additionally, the Project site does not contain scenic resources, such as rock outcroppings or historical resources, and mandatory compliance with City of Calimesa Municipal Code Chapter 18.80 and Section 18.70.120 would ensure that all trees that would be removed as part of the Project are replaced in the manner specified by these provisions of the City's Municipal Code. Accordingly, and with mandatory compliance with Municipal Code Chapter 18.80 and Section 18.70.120, implementation of the Project would not damage any scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, that are visible from a scenic highway, and impacts would therefore be less than significant.

Threshold c: Less-than-significant Impact: Although the Project's proposed uses would represent a substantial change to the existing visual character of the Project site, the Project's application materials include site-specific plans detailing the site design, architectural, and landscaping characteristics of the Project. Additionally, the Design Guidelines and Development Standards included as part of the proposed OVNSP would ensure that the proposed development is not visually offensive and would further ensure that future development on site is visually compatible with surrounding land uses. Moreover, and based on the City's review of the Project's application materials, with approval of the Project's proposed General Plan Amendment, Zone Change, and the proposed OVNSP, the Project would be fully consistent with all applicable zoning and other regulations governing scenic quality. Accordingly, the Project would not substantially degrade the existing visual character or quality of public views of the site and its surroundings and would not conflict with applicable zoning and other regulations governing scenic quality; therefore, impacts would be less than significant.

Threshold d: Less-than-significant Impact: Implementation of the Project would introduce new lighting elements on-site, primarily to illuminate parking areas and building entrances for both the residential and non-

residential buildings. Mandatory compliance with the lighting requirements specified by Chapter 18.120 of the City's Municipal Code would ensure that Project lighting would not adversely affect the day or nighttime views in the surrounding area. With respect to daytime glare impacts, glass proposed for the Project's proposed building would be low-reflective and would not be mirrored. Furthermore, unobstructed views of on-site building surfaces utilizing glass would be rare due to the extensive use of landscaping, screen walls, and fences on the Project site. Thus, the Project would not introduce substantial sources of artificial lighting and glare and would result in a less-than-significant impact on daytime and nighttime views in the area.

4.1.7 Regulatory Requirements and Project Features

RR 4.1-1 For all encroachments upon the protected zone of oak species or stands of oaks, including scrub oaks regulated by Chapter 18.80 of the City of Calimesa Municipal Code, then prior to issuance of grading permits the impacted oaks shall be mitigated in accordance with a City-approved Tree Preservation and Replacement Plan (Oak Tree Plan). The protected zone is defined as five (5) feet from the dripline or 15 feet from the trunk, whichever is greater. The Oak Tree Plan shall be prepared and approved prior to issuance of the grading permit. The Oak Tree Plan shall include, but not be limited to, the following:

1. Letter of justification explaining the reasons for the removal.
2. Site plan and/or elevations showing the location of all trees on the parcel or lot.
3. Oak tree assessment prepared by an arborist, if determined to be necessary by the Community Development Department.
4. Methods proposed to mitigate the loss of an oak tree, including the planting of replacement oak trees or acorns, or other adequate mitigation. Mitigation other than replacement shall include the payment of replacement costs to replace each tree that is removed, as determined by the oak tree assessment.

The Oak Tree Plan shall demonstrate the following:

1. The proposed location and configuration of lots, buildings, and streets have been designed to minimize to the greatest extent feasible the removal of healthy trees, including the protection of singular significant specimens (i.e., heritage oak trees) and clusters of oak woodlands.
2. The proposed trees to be retained are located on common open space lots that shall be preserved indefinitely.
3. In considering site design, more than 90 percent of healthy trees shall be retained.
    a) If a lesser percentage of trees is proposed to be retained, the plan shall identify additional measures to offset the loss of more trees, including the payment of fees equivalent to the replacement cost of the tree(s).
    b) Not less than 75 percent of trees shall be retained.

4. In considering site design, any impacted grove shall be retained, unless otherwise approved by the City.
5. Grading operations (e.g., location of cut and fill, construction operations) shall be designed and conducted to minimize any negative effects on the trees to be retained.
6. An effective combination of replacement trees, acorns, and/or appropriate mitigation shall be planted or provided.
    a) Trees to be removed shall be replaced at a minimum replacement ratio of one tree for each tree removed or nine acorns planted for each tree removed.
    b) Mitigation other than replacement shall include the payment of replacement costs to replace each tree that is removed as determined by the oak tree assessment.
7. The trees to be retained or replacement trees shall be located in an area that will be maintained in such a manner as to ensure their long-term health (e.g., not be overwatered or receive too many nutrients).
8. A program shall be included to monitor and report on the survival rate of replaced trees to ensure the long-term success of a tree preservation and replacement plan. Impacted oaks shall be replaced in-kind on no less than a 1:1 basis with 15-gallon container stock (or as described in the City-approved Landscape Plan). The replacement trees shall be planted in the open space buffer on the Project site and/or another appropriate mitigation area. Container stock shall be locally sourced (within 25 miles of project site), if feasible. Planting and maintenance shall be conducted by a qualified landscape contractor.

After installation, a restoration specialist shall inspect the plantings, establish marked photo locations, and prepare a baseline report documenting the location and species of each of the mitigation oaks. The oaks shall be monitored annually by the restoration specialist for five (5) years. Monitoring shall include a visual health assessment of the oaks, photos from the photo locations, and a count of surviving mitigation oaks. The restoration specialist shall prepare a progress report memo after each annual monitoring visit for submittal to the City of Calimesa Planning Division. The annual reports shall evaluate the site according to the performance standard and recommend remedial measures as needed. The performance standard is no less than 100 percent survivorship of mitigation oaks at the end of the five-year period.

RR 4.1-2 For all encroachments upon the protected zone of mature non-oak trees regulated by Section 18.70.120 of the City of Calimesa Municipal Code, a Tree Preservation and Replacement Plan (Non-Oak Tree Plan) shall be prepared and approved by the City of Calimesa Planning Department prior to issuance of the grading permit.

1. All existing trees on-site shall be surveyed and plotted. Impacted non-oak trees with a DBH (Diameter Breast Height) of 24 inches or more shall be replaced with the same or similar types of trees at no less than a 1:1 ratio with 15-gallon container stock (or as described in the City-approved Landscape Plan). Invasive or potentially invasive tree species or species listed on MSHCP Table 6-2 shall not be planted, including but not

limited to African sumac (Searsia lancea), black locust (Robinia pseudoacacia), Brazilian pepper (Schinus terebinthifolius), Cootamundra wattle (Acacia baileyana), olive (Olea europaea), retama (Mexican) palo verde (Parkinsonia aculeata), and tree of heaven (Ailanthus altissima).

2. Replacement trees shall be planted on the Project site in accordance with the Landscape Plan. Planting and maintenance shall be conducted by a qualified landscape contractor.

3. After installation, a restoration specialist shall inspect the plantings, establish marked photo locations, and prepare a baseline report documenting the location and species of each of the mitigation trees. The trees shall be monitored annually by the restoration specialist for five (5) years. Monitoring shall include a visual health assessment of the trees, photos from the photo locations, and a count of surviving mitigation trees. The restoration specialist shall prepare a progress report memo after each annual monitoring visit for submittal to the City of Calimesa Planning Division. The annual reports shall evaluate the site according to the performance standard and recommend remedial measures as needed. The performance standard is no less than 100 percent survivorship of mitigation trees at the end of the five-year period.

4. Every effort shall be made to prevent encroachment of structures, grading, or trenching within the dripline or 25 feet of the trunk of any retained trees, whichever is greater. If encroachment within the dripline is unavoidable, no more than one-third of the root area shall be disturbed, graded, or covered with impervious materials. The root area is considered to extend beyond the dripline a distance equal to one-half the radius.

5. Building, grading, or improvements shall not occur within 15 feet of the trunk of any retained tree. Retaining walls shall be constructed where necessary to preserve the natural grade at least one-half the distance between the trunk and dripline. Walls shall be designed with a post or caisson footing rather than a continuous footing to minimize root damage.

6. Runoff channeled near trees shall not substantially change normal soil moisture characteristics on a seasonal basis. Runoff shall not be directed toward the base of trees so that the base of the trees remains in wet soil for an extended period. Where natural topography has been altered, drainage away from trunks shall be provided where necessary to ensure that water will not stand at the crown. Sedimentation and siltation in the drainage ways shall be controlled where necessary to avoid filling around the base of the trees.

7. Land uses that would cause excessive soil compaction within the dripline of trees shall be avoided. If the areas are planned for recreation, trails shall be provided so as to restrict compaction to a small area. Heavy use under trees shall be avoided unless measures to minimize compaction are undertaken.

4.1.8 Mitigation Measures

Impacts would be less than significant; therefore, no mitigation is required.

4.2 AGRICULTURE AND FORESTRY RESOURCES

The analysis in this Subsection 4.2 is based in part on information obtained from the Project-specific technical study prepared by T&B Planning, entitled "Land Evaluation and Site Assessment Model for the Oak Valley North Project" (herein "LESA Model") dated July 20, 2023, and is included as EIR *Technical Appendix B* (T&B Planning, 2023). California Department of Conservation (CDC) Farmland Mapping & Monitoring Program (FMMP) (CDC, 2021) and the City of Calimesa 2014 General Plan (General Plan) (City of Calimesa, 2014). Refer to Section 7.0, *References*, for a complete list of these and other reference sources.

4.2.1 EXISTING CONDITIONS

A. Forestry Resources

The Project site is in the City of Calimesa, Riverside County, which is an urbanizing area that generally contains dry, sparsely-vegetated terrain in the natural condition. The nearest forest land to the Project site is a portion of the San Bernardino National Forest located approximately 2.8 miles northeast of the Project site. (Google Earth, 2022)

B. Agricultural Resources

1. Regional Agricultural Setting

According to information available from the Riverside County Agricultural Commissioner's Office, the top three categories of agricultural resources cultivated in Riverside County (by value) are nursery stock, milk, and alfalfa. In 2020 (the most recent year for which data is available), the total gross value of agricultural production in Riverside County was approximately $1.42 billion, which represents a 7.3% increase from 2019 when total values were $1.32 billion. (Agricultural Commissioner, 2021)

The CDC reports that agricultural lands face continuing pressure from urbanization and rising production costs. The CDC's "2014-2016 California Farmland Conversion Report" summarizes land use conversion between 2014 and 2016 (the most recent years for which information has been reported by the CDC), and states that Riverside County as a whole experienced a net loss of 3,635 acres of Important Farmland between 2014 and 2016, representing a decline of 0.9% (CDC, n.d., Table A-25). Important Farmlands, as defined by the City of Calimesa, include Prime Farmland, Statewide Important Farmland, Unique Farmland, and Farmland of Local Importance (as discussed below).

2. Prior and Existing Site Conditions

According to the City of Calimesa General Plan, no Prime Farmland is within the City and the only agricultural lands of importance are grazing lands located primarily in the northwest portion of the City. (City of Calimesa, 2014, p. 6-8) The Project site was used for agricultural purposes with several residences and farm-related structures since at least 1939. Currently, the Project site is undeveloped, except for one vacant residential dwelling unit. The other residential units and farm-related structures were demolished by 2009. The Project site is not currently used for agricultural production. (Waterstone, 2020)

3. Zoning

The Project site is zoned Business Park (B-P), Light Industrial (L-I), and Residential Low Medium (R-L-M). According to Title 18, *Zoning, Land Use and Development Regulations*, of the City's Municipal Code, the B-P, L-I, and R-L-M zoning classifications do not comprise lands that are zoned for agricultural purposes. Title 18 does not identify an agricultural zone district. Agricultural uses are conditionally permitted within the Open Space Residential (O-S-R) Residential Estate (R-E), and Rural Residential (R-R) zones. There are no lands in the vicinity of the Project site that are zoned O-S-R, R-E or R-R. (City of Calimesa, 2022)

4. Agricultural Land Classifications

The goal of the CDC's FMMP is to provide consistent, timely, and accurate data to decision makers for use in planning for the present and future of California's agricultural land resources. To meet this goal, the FMMP's objective is to provide maps and statistical data to the public, academia, and local, State, and federal governments to assist them in making informed decisions for the best utilization of California's farmland. The FMMP was established in 1982 in response to what was by then a critical need for data on the nature, location, and extent of farmland, grazing land, and urban built-up areas in the State. California Government Code § 65570 mandates the FMMP to biennially report to the Legislature on the conversion of farmland and grazing land, and to provide maps and data to local governments and the public. The FMMP also was directed to prepare and maintain an automated map and database system to record and report changes in the use of agricultural lands. It was the intent of the Legislature and a broad coalition of building, business, government, and conservation interests that the FMMP be non-regulatory, and provide a consistent and impartial analysis of agricultural land use and change in California. With this in mind, the FMMP provides basic data from which observations and analyses can be made in the land use planning process. (CDC, 2004, p. 3)

Pursuant to the FMMP, all lands within California are classified into one of seven map categories. The minimum land use mapping unit is 10 acres unless specified. Smaller units of land are incorporated into the surrounding map classifications. Provided below is a description of the various map categories established by the FMMP.

- **Prime Farmland (P).** Farmland with the best combination of physical and chemical features able to sustain long term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.
- **Farmland of Statewide Importance (S).** Farmland similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.
- **Unique Farmland (U).** Farmland of lesser quality soils used for the production of the state's leading agricultural crops. This land is usually irrigated, but may include non-irrigated orchards or vineyards as found in some climatic zones in California. Land must have been cropped at some time during the four years prior to the mapping date.

- **Farmland of Local Importance (L).** Land of importance to the local agricultural economy as determined by each county's board of supervisors and a local advisory committee.
- **Grazing Land (G).** Land on which the existing vegetation is suited to the grazing of livestock. This category was developed in cooperation with the California Cattlemen's Association, University of California Cooperative Extension, and other groups interested in the extent of grazing activities.
- **Urban and Built-up Land (D).** Land occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. This land is used for residential, industrial, commercial, construction, institutional, public administration, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.
- **Other Land (X).** Land not included in any other mapping category. Common examples include low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry or aquaculture facilities; strip mines, borrow pits; and water bodies smaller than forty acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land.

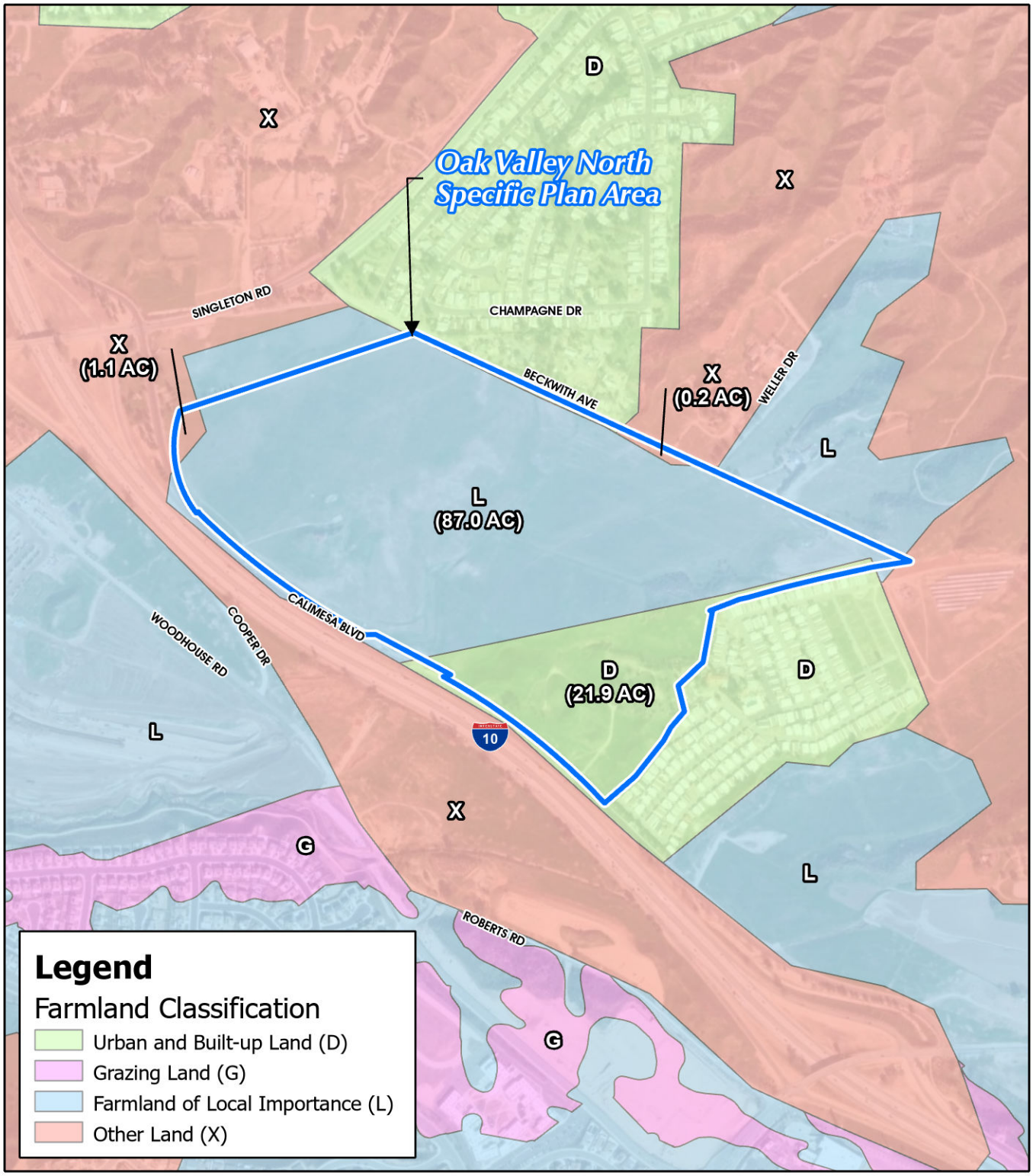
According to CEQA Guidelines § 21060.1 and for the purposes of analysis, "Farmland" means Prime Farmland, Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance, as defined by the United States Department of Agriculture (USDA) land inventory and monitoring criteria, as modified for California. As shown on Figure 4.2-1, *FMMP Map*, approximately 87.0 acres of the Project site is classified as "Farmland of Local Importance." Approximately 1.3 acres of the northern portions of the Project site are classified as "Other Lands," while approximately 21.9 acres of the southern portions of the Project site are classified as "Urban and Built-up Land." (CDC, 2021)

5. Williamson Act Land Preserves

The California Land Conservation Act (CLCA) of 1965, also known as the Williamson Act, CA Gov. Code § 51200, *et seq*, is a program allows owners of agricultural land to have their properties assessed for tax purposes on the basis of agricultural production rather than current market value. The main purpose of the Act is to encourage property owners to continue to farm their land, and to prevent the premature conversion of farmland to urban uses. According to the CDC, the Project site is not subject to a Williamson Act Contract (CDC, 2017).

4.2.2 Regulatory Setting

The following is a brief description of the regulatory setting pertaining to the topics of agricultural and forest resources.



Source(s): ESRI, RCIT (2023)

0 200 400 800 Feet

Figure 4.2-1

FMMP Map

B. State Regulations

1. California Land Conservation Act (CLCA)

The California Land Conservation Act (CLCA) of 1965, also known as the Williamson Act (CA Gov. Code § 51200, et seq.), enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. In return, landowners receive property tax assessments that are much lower than normal because they are based upon farming and open space uses as opposed to full market value. Pursuant to California Government Code § 51230, counties and cities may establish Agricultural Preserves, which define boundaries of those areas within which the city or county will be willing to enter into contracts pursuant to the CLCA. Contracts pursuant to the CLCA are only allowed for areas within established Agricultural Preserves. Agricultural Preserves generally must be at least 100 acres in size; however, a city or county may allow for lesser acreage if a finding is made that the characteristics of the agricultural enterprises in the area are unique and that the establishment of preserves of less than 100 acres is consistent with the general plan of the county or city. Once established, land uses within an Agricultural Preserve must be agricultural in nature, or other such uses that are not incompatible with agricultural uses. For lands within Agricultural Preserves, individual land owners may enter into a Contract with a county or city, which would provide for the exclusion of uses other than agricultural, and other than those compatible with agricultural uses, for the duration of the Contract, even if the land is sold to a new owner. In return for entering into a Contract, the landowner is granted preferential taxes that are based upon agricultural and related land uses rather than fair market value. Contracts may be exited at the option of the landowner or local government by initiating the process of term nonrenewal. Under this process, the remaining contract term (nine years in the case of an original term of ten years) is allowed to lapse, with the contract null and void at the end of the term. During the nonrenewal process, the annual tax assessment continually increases each year until it is equivalent to current tax rates at the end of the nonrenewal period. Under a set of specifically defined circumstances, a Contract may be cancelled without completing the process of term nonrenewal. Contract cancellation, however, involves a comprehensive review and approval process, and the payment of a fee by the landowner equal to 12.5% of the full market value of the property in question. (CDC, n.d.; CA Legislative Info, 2022)

2. Farmland Mapping and Monitoring Program (FMMP)

The goal of the California Department of Conservation's Farmland Mapping and Monitoring Program (FMMP) is to provide consistent, timely, and accurate data to decision makers for use in planning for the present and future of California's agricultural land resources. To meet this goal, FMMP's objective is to provide maps and statistical data to the public, academia, and local, state, and federal governments to assist them in making informed decisions for the best utilization of California's farmland. The FMMP was established in 1982 in response to what was by then a critical need for data on the nature, location, and extent of farmland, grazing land, and urban built-up areas in the State. Government Code § 65570 mandates FMMP to biennially report to the Legislature on the conversion of farmland and grazing land, and to provide maps and data to local government and the public. The FMMP was also directed to prepare and maintain an automated map and database system to record and report changes in the use of agricultural lands. It was the intent of the Legislature and a broad coalition of building, business, government, and conservation interests that FMMP be non-regulatory, and provide a consistent and impartial analysis of agricultural land use and change in California.

With this in mind, FMMP provides basic data from which observations and analyses can be made in the land use planning process. (CDC, 2004, p. 3)

4.2.3 Basis for Determining Significance

A. *Agriculture and Forestry Resources*

Section II of Appendix G to the CEQA Guidelines addresses typical adverse effects to agricultural resources, and includes the following threshold questions to evaluate the Project's impacts on agricultural resources:

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

b. *Conflict with existing zoning for agricultural use, or a Williamson Act contract;*

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

d. *Result in the loss of forest land or conversion of forest land to non-forest use;*

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

4.2.4 Methodology

A. *Land Evaluation and Site Assessment Model (LESA Model)*

The LESA Model is a point-based approach that uses measurable factors to quantify the relative value of agricultural land resources and assist in the determination of the significance of agricultural land conversions. Many states have developed LESA Models specific to their local contexts. The California LESA Model was created as a result of Senate Bill 850 (Chapter 812/1993) and provides lead agencies with an optional methodology to ensure that potentially significant effects on the environment associated with agricultural land conversions are quantitatively and consistently considered in the environmental review process (CDC, 1997, p. 4). The California LESA Model is the methodology used by the City of Calimesa to determine whether important agricultural resources are present on a property.

The California LESA Model is made up of two components, known as "Land Evaluation" (LE) and "Site Assessment" (SA), that are scored and weighted separately to yield a total LE subscore and SA subscore. The Final LESA Score is the sum of the LE and SA subscores and has a maximum possible score of 100 points. Based on the Final LESA Score, numerical thresholds are used to determine the significance of a project's impacts on agricultural resources (CDC, 1997, p. 31).

1. Land Evaluation (LE)

The LE subscore consists of two factors, including the Land Capability Classification (LCC) rating and the Storie Index rating, which were devised to measure the inherent soil-based qualities of land as they relate to agricultural production. The LCC Rating and Storie Index rating scores are based upon the soil map unit(s) identified on a property and the acreage of each soil mapping unit relative to the property's total acreage. Data for the soil map unit(s), LCC, and Storie Index are obtained from soil survey data provided by the U.S. Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) (CDC, 1997, pp. 7-9).

Land Capability Classification (LCC) Rating

There are eight (8) classes of LCC (I through VIII). Soils designated "I" have the fewest limitations for agricultural production and soils designated "VIII" are least suitable for farmland. The LCC is further divided into subclasses (designated by lowercase letters *e, w, s,* or *c*) to describe limitations, including a soil's susceptibility to erosion ("e"), limitations due to water in or on the soil ("w"), shallow or stony soils ("s"), or climate ("c") (USDA, 2023).

Once the LCC for each soil mapping unit is obtained from the USDA NRCS soil survey, the LCC classification is converted into a numeric score established by the California LESA Model. Table 4.2-1, *Numeric Conversion of Land Capability Classification Units*, summarizes the LCC numeric conversion scores used by the LESA model. The LCC Score accounts for 25 percent of the total California LESA Model Score (CDC, 1997, p. 7).

Table 4.2-1 Numeric Conversion of Land Capability Classification Units

LCC	I	IIe	IIs, w	IIIe	IIIs, w	IVe	IVs, w	V	VI	VII	VIII
Rating	100	90	80	70	60	50	40	30	20	10	0

Source: (CDC, 1997)

For properties with multiple soil mapping units, the LCC Score used in the LESA Model is determined by multiplying the LCC Rating for each map unit by the corresponding map unit's proportion of the property's total acreage. The LCC Score for each map unit is summed together for a total, single LCC Score for the property (CDC, 1997, p. 7).

Storie Index Rating

The Storie Index is a quantitative method of rating the agricultural capability of soils. The Storie Index has been used in California for over 50 years, with the most recent version of the Storie Index being published in 1978. The Storie Index is based on four factors: 1) degree of soil profile development; 2) surface texture; 3) slope; 4) other soil and landscape conditions including drainage, alkalinity, nutrient level, acidity, erosion, and microrelief. Soils are graded on a 100-point scale that represents the relative value of a given soil when used for intensive agricultural purposes (University of California, 1978, p. 1). The Storie Index Score accounts for 25 percent of the total California LESA Model Score (CDC, 1997, p. 12).

For properties with multiple soil mapping units, the Storie Index Score is calculated by multiplying the Storie Index rating by the map unit's proportion of the property's total acreage. The Storie Index Score for each map unit is added together to provide a single Storie Index Score for the property (CDC, 1997, p. 12).

2. Site Assessment (SA)

The SA subscore consists of four (4) factors that measure social, economic, and geographic features that contribute to the overall value of agricultural land. The SA factors include Project Size, Water Resource Availability, Surrounding Agricultural Land, and Protected Resource Land (CDC, 1997, p. 13).

Project Size

The Project Size rating evaluates the potential viability of potential agricultural productivity on a property. Generally, high quality soils (high rate of economic return per acre planted) only need to be present in relatively small quantities on a property to be considered important, whereas lower quality soils (low or moderate rate of economic return per acre planted) need to be present in larger quantities to be considered important.

The Project Size rating corresponds with the acreage of each LCC Class identified on a property. Table 4.2-2, *Project Size Scoring*, summarizes the different Project Size scoring combinations. For properties with multiple map units within the subject property, the mapping unit that generates the highest Project Size score is used as the final Project Size score for the Project site. The Project Size score accounts for 15 percent of the total California LESA Model Score (CDC, 1997, pp. 13-15).

Table 4.2-2 Project Size Scoring

LCC Class I or II Soils		LCC Class III Soils		LCC Class IV or Lower	
Acreage	Points	Acreage	Points	Acreage	Points
80 or above	100	160 or above	100	320 or above	100
60-79	90	120-159	90	240-319	80
40-59	80	80-119	80	160-239	60
20-39	50	60-79	70	100-159	40
10-19	30	40-59	60	40-99	20
Fewer than 10	0	20-39	30	Fewer than 40	0
		10-19	10		
		Fewer than 10	0		

Source: (CDC, 1997)

Water Resources Availability Scoring

The Water Resources Availability rating measures the reliability of a property's water resources that could be used for agricultural production during non-drought and drought years (water availability score) and the proportion of the property served by each water source (weighted availability score). The water availability score established by the California LESA Model is summarized in Table 4.2-3, *Water Resources Availability Scoring.* The total Water Resources score is the sum of the weighted availability score(s). The Water Resources Availability score accounts for 15 percent of the total California LESA Score (CDC, 1997, pp. 16, 29).

Table 4.2-3 Water Resources Availability Scoring

Non-Drought Years			Drought Years			Score
Restrictions			Restrictions			
Irrigation Feasible	Physical Restrictions	Economic Restrictions	Irrigation Feasible	Physical Restrictions	Economic Restrictions	
YES	NO	NO	YES	NO	NO	100
YES	NO	NO	YES	NO	YES	95
YES	NO	YES	YES	NO	YES	90
YES	NO	NO	YES	YES	NO	85
YES	NO	NO	YES	YES	YES	80
YES	YES	NO	YES	YES	NO	75
YES	YES	YES	YES	YES	YES	65
YES	NO	NO	NO	-- --	-- --	50
YES	NO	YES	NO	-- --	-- --	45
YES	YES	NO	NO	-- --	-- --	35
YES	YES	YES	NO	-- --	-- --	30
Irrigated production not feasible, but rainfall adequate for dryland production in both drought and non-drought years						25
Irrigated production not feasible, but rainfall adequate for dryland production in non-drought years (but not in drought years)						20
Neither irrigated nor dry land production feasible						0

CDC, 1997)

Surrounding Agricultural Land

The Surrounding Agricultural Land rating accounts for the potential effect of development on properties containing important agricultural resources that surround a project site. The Surrounding Agricultural Land rating is dependent on the amount of agricultural land or related open space within a project's "Zone of Influence" (ZOI). The Surrounding Agricultural Land rating is determined by the proportion of land within a project's ZOI that is currently used for agricultural production. The Surrounding Agricultural Land score established by the California LESA Model is summarized in Table 4.2-4, *Surrounding Agricultural Land Score*. Data for surrounding agricultural land can be obtained from the Department of Conservation's Important Farmland Map Series, the Department of Water Resources' Land Use Map Series, locally derived maps, and/or inspection of the site. The surrounding agricultural land score accounts for 15 percent of the total California LESA Model Score (CDC, 1997, pp. 26, 29).

Protected Resource Land

Similar to the Surrounding Agricultural Land rating, the California LESA Model considers the potential effect of development on protected resource lands surrounding a project site. Protected resource lands include Williamson Act contracted lands, publicly owned lands maintained as park, forest, or watershed resources, and lands with natural resource easements (e.g., agricultural, wildlife habitat, open space).

Table 4.2-4 Surrounding Agricultural Land Score

Percent of Project's ZOI in Agricultural Use	Surrounding Agricultural Land Score
90 – 100 percent	100 Points
80 – 89	90
75 – 79	80
70 – 74	70
65 - 69	60
60 - 64	50
55 - 59	40
50 - 54	30
45 - 49	20
40 - 44	10
<40	0

Source: (CDC, 1997)

The Surrounding Protected Resource Land rating is determined by the proportion of protected resource lands within a project's ZOI. The Surrounding Protected Resource Land scoring system established by the California LESA Model is summarized in Table 4.2-5, *Surrounding Protected Resource Land Score*. The Surrounding Protected Resource Land score accounts for 5 percent of the total California LESA Score (CDC, 1997, pp. 28-29).

Table 4.2-5 Surrounding Protected Resource Land Score

Percent of Project's ZOI Defined as Protected	Surrounding Protected Resource Land Score (Points)
90 – 100	100
80 – 89	90
75 – 79	80
70 – 74	70
65 - 69	60
60 - 64	50
55 - 59	40
50 - 54	30
45 - 49	20
40 - 44	10
<40	0

Source: (CDC, 1997)

4.2.5 IMPACT ANALYSIS

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

A. FMMP Classifications

CEQA Guidelines Appendix G (Threshold a) defines three of the FMMP's Important farmland categories – "Prime Farmland," "Unique Farmland," and "Farmland of Statewide Importance" – as "Farmland" for purposes of CEQA analysis and acknowledge that their conversation to non-agricultural uses may be considered a significant impact. As mapped by the CDC's FMMP, the Project site is mapped as containing approximately 87.0 acres of "Farmland of Local Importance," 1.3 acres of "Other Lands," and 21.9 acres of "Urban and Built-up Land" (CDC, 2021). The Project site does not contain any areas classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland). As such, the Project would not convert Prime Farmland, Unique Farmland, or Farmland to non-agricultural use.

B. LESA Model

As previously noted, a site-specific LESA Model was prepared for the Project and is included as EIR *Technical Appendix B*. This model utilizes a point-based approach based on measurable factors to quantify the relative value of agricultural land resources and assist in the determination of the significance of agricultural land conversions. Numerous states have tailored LESA Models specific to their unique local circumstances.

1. Land Evaluation (LE)

The Project study area consists of six (6) soil map units including: Gorgonio gravelly loamy fine sand, 2 to 15% slopes (GmD), Hanford coarse sandy loam, 2 to 8% slopes (HcC), Hanford coarse sandy loam, 8 to 15% slopes, eroded (HcD2), Ramona sandy loam, 8 to 15 percent slopes, severely eroded (RaC3), Ramona sandy loam, 8 to 15%, severely eroded (RaD3), Terrace escarpments (TeG).

Land Capability Classification

Refer to Table 4.2-6, *Land Capability Classification Score*, below, for the LCC scores of the Project site. The Project site's overall LCC score is 55.5.

Storie Index

Refer to Table 4.2-7, *Storie Index Score*, below, for the total Storie Index scores for the Project. The Project site's overall Storie Index score is 64.8.

2. Site Assessment (SA)

As previously noted, the SA subscore is based on a combination of a property's size, the availability of water resources, the presence/absence of surrounding agricultural lands, and the presence/absence of surrounding protected resource lands.

Table 4.2-6 Land Capability Classification Score

Soil Map Unit	Acres	Proportion of Project Site (percent)	LCC	LCC Rating	LCC Score
GmD	9.1	8.3	IVe	50	4.15
HcC	67.2	61.0	IIIe	70	42.7
HcD2	5.5	5.0	IVe	50	2.5
RaC3	0.9	0.8	IIIe	70	0.56
RaD3	8.5	7.7	IVe	50	3.85
TeG	18.9	17.2	VIIe	10	1.72
Totals	**110.2**	**100[1]**			**55.5**

Source: (USDA, 2023)
[1]*Rounded to the nearest 10th.*
The non-irrigated LCC was utilized because under existing conditions, the Project site does not have an irrigation system.

Table 4.2-7 Storie Index Score

Soil Map Unit	Acres	Proportion of Project Site (percent)	Storie Index	Storie Index Score
GmD	9.1	8.3	48	3.98
HcC	67.2	61.0	82	50.0
HcD2	5.5	5.0	75	3.75
RaC3	0.9	0.8	86	0.69
RaD3	8.5	7.7	83	6.39
TeG	18.9	17.2	--	--
Totals	**110.2**	**100[1]**		**64.8**

Source: (USDA, 2023)
[1]Rounded to the nearest 10th.

Project Size

Refer to Table 4.2-8, *Project Size Score*, below, for the LCC scores based on the size of the Project site. The Project site's overall Project Size score is 70.

Water Resource Availability

The Project site does not have existing irrigation systems; therefore, the California LESA model considers irrigated production to be infeasible on the Project site (CDC, 1997, p. 18). Notwithstanding, the LESA Model analyzes the potential for dryland production. The City of Calimesa is characterized as having an arid climate and receives little rainfall throughout the year. The average annual precipitation in the general Project site vicinity is approximately 22 inches (Best Places, 2023). Dryland farming can be productive with as little as 10-12 inches of rain per year (CAWSI, 2022). Accordingly, at the Project site, dryland farming is considered feasible during normal years but not feasible during drought years, which corresponds to Water Resources Availability scores of 20 (refer to Table 4.2-3).

Table 4.2-8 Project Size Score

	Soil Class		
	LCC Class I-II	LCC Class III	LCC Class IV-VIII
Acres of Project site	0	68.1	42
Project Size Scores	0	**70**	20

Source: (USDA, 2023)
Refer to Table 4.2-2 for Project Size Scoring, which is based on LCC Class and acreage.

Surrounding Agricultural Land

The Surrounding Agricultural Land score is dependent on the presence or absence of active agricultural production land within the Project's ZOI. Figure 4.2-2, *Surrounding Agricultural and Protected Resources Land*, illustrates the active agricultural production lands in the ZOI for the Project site. Table 4.2-9, *Surrounding Agricultural Land Score*, summarizes the Surrounding Agricultural Land score for the Project site; the Project site's Surrounding Agricultural Land score is 0.

Table 4.2-9 Surrounding Agricultural Land Score

Zone of Influence			Surrounding Agricultural Land Score
Total Acres	Acres of Surrounding Agricultural Land	Percent Surrounding Agricultural Land	
1,159.2	0	0.0	0

Protected Resources Land

The Surrounding Protected Resource Land score is dependent on the presence or absence of lands within a Project's ZOI that have long-term use restrictions that are compatible with or supportive of agricultural uses. As illustrated on Figure 4.2-2, there are no protected resources lands within the Project site's ZOI.

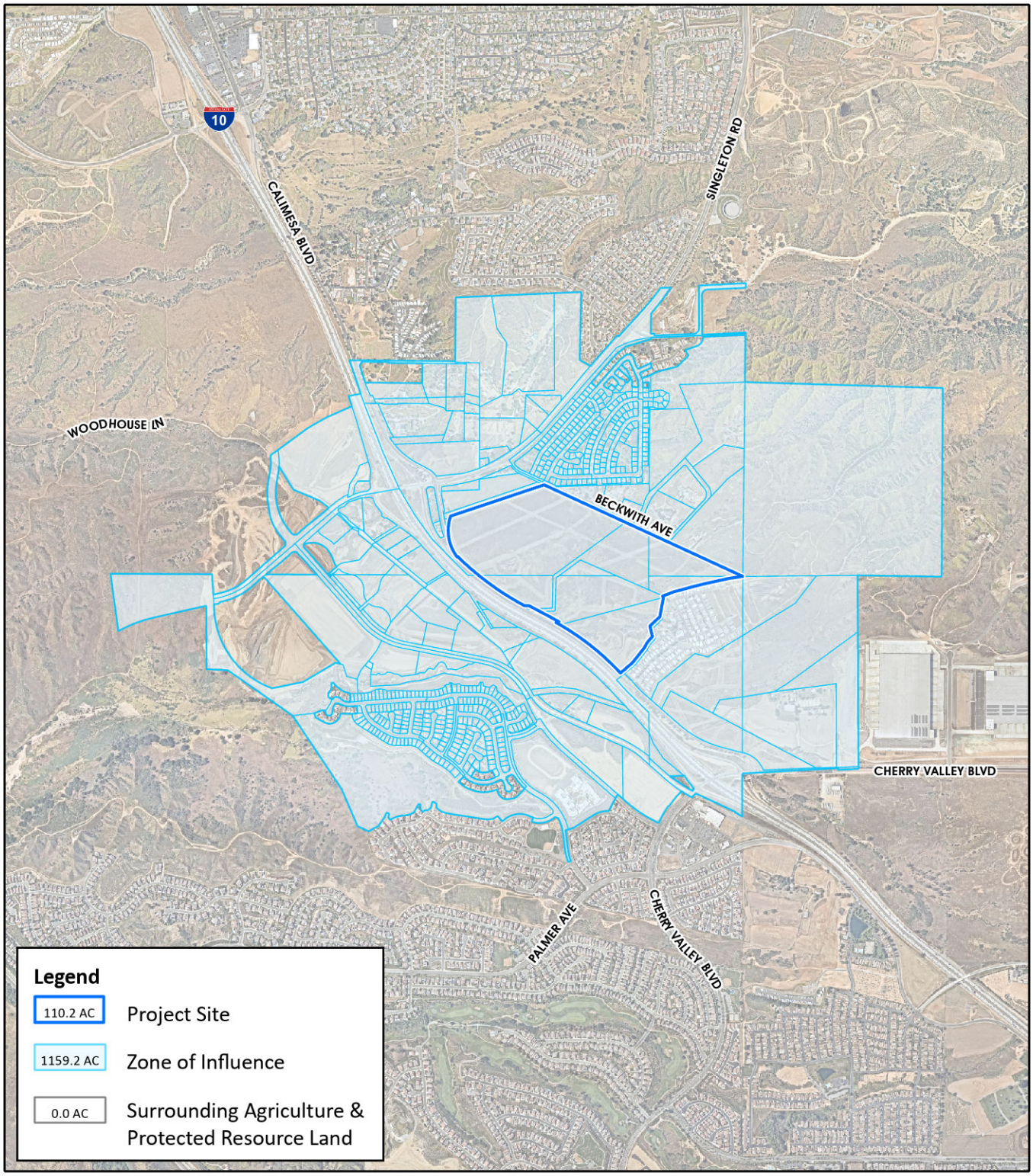
Table 4.2-10, *Surrounding Protected Resource Land Score*, summarizes the Surrounding Protected Resources Land score for the Project site; the Project site's Surrounding Protected Resource Land score is 0.

Table 4.2-10 Surrounding Protected Resource Land Score

Zone of Influence			Surrounding Protected Resource Land Score
Total Acres	Acres of Protected Resource Land	Percent Protected Resource Land	
1,159.2	0	0.0	0

3. Total LESA Score

The total LESA score is calculated by summing the Project site's LE and SA subscore. The Project site's LESA subscores are summarized in Table 4.2-11, *Total LESA Score Sheet – Project Site*. The Project site's final LESA score is 43.6.



Source(s): ESRI, NearMap Imagery (May 2023), RCIT (2023)

0 500 1,000 2,000 Feet

Figure 4.2-2

Surrounding Agricultural & Protected Resources Land

Table 4.2-11 Total LESA Score Sheet – Project Site

	Factor Scores	Factor Weight	Weighted Factor Scores
LE Factors			
LCC	55.5	0.25	13.9
Storie Index	64.8	0.25	16.2
LE Subtotal			30.1
SA Factors			
Project Size	70	0.15	10.5
Water Resource Availability	20	0.15	3.0
Surrounding Agricultural Land	0	0.15	0.0
Protected Resource Land	0	0.05	0.0
SA Subtotal			13.5
Final LESA Score			**43.6**

As shown in Table 4.2-12, *California LESA Model Scoring Thresholds*, impacts to land that receives a LESA score between 40 and 59 are considered significant under CEQA if the LE and the SA subscores are each greater than or equal to 20 points. As shown in Table 4.2-11, the Project's LE score is 30.1 and the SA score is 13.5. Thus, because the SA score is not greater than or equal to 20, the Project site is determined to have a relatively low value for agricultural production and Project impacts on agricultural resources would be less than significant.

Table 4.2-12 California LESA Model Scoring Thresholds

Total LESA Score	Scoring Decision
0 to 39	Not Considered Significant
40 to 59	**Considered Significant only if LE and SA subscores are each greater than or equal to 20 points**
60 to 79	Considered Significant unless either LE or SA subscore is less than 20 points
80 to 100	Considered Significant

Source: (CDC, 1997, Table 9)

C. *Conclusion*

As indicated in the preceding analysis, the Project only would result in impacts to approximately 87.0 acres Farmland of Local Importance, which does not comprise "Farmland," as that term is defined by CEQA, the City of Calimesa or the CDC, meaning that the Project would not convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or any other "Farmland" as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use. Even if "Farmland" included Farmland of Local Importance, based on the Project's LESA Model (*Technical Appendix B*), all of the Project's impacts on Farmland would still be less than significant. The Project site's final LESA score is 43.6, with an LE score of 30.1 and an SA score of 13.5. Thus, because the SA score is not greater than or equal to 20, the Project site is determined to have a relatively low value for agricultural production, indicating that the Project site does not contain any areas of important farmland types, and

therefore, conversion of the Project site's Farmland of Local Importance to non-agricultural use would be less than significant. Accordingly, the Project would not convert Prime Farmland, Unique Farmland, or Farmland as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use, and impacts would be less than significant.

Threshold b: ***Would the Project conflict with existing zoning for agricultural use, or a Williamson Act contract?***

The Project site is zoned B-P, L-I, and R-L-M, which are not agricultural zoning classifications. The City does not identify a zoning district primarily for agricultural uses and there are no lands within the City that are subject to a Williamson Act Contract (City of Calimesa, 2022; CDC, 2017). Thus, implementation of the proposed Project would not conflict with existing zoning for agricultural use or Williamson Act Contract. Therefore, no impacts would occur.

Threshold c: ***Would the Project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code § 12220(g)), timberland (as defined by Public Resources Code § 4526), or timberland zoned Timberland Production (as defined by Government Code § 51104(g))?***

Threshold d: ***Would the Project result in the loss of forest land or conversion of forest land to non-forest use?***

The Project site and surrounding areas are not zoned for forest land (as defined in Public Resources Code (PRC) § 12220(g)), timberland (as defined by PRC § 4526), or timberland zoned Timberland Production (as defined by Government Code § 51104(g)). The Project site does not contain any forest land or timberland. It should be noted that the City does not identify a zone district for forest land, timberland, or timberland zoned Timberland production. As such, the implementation of the Project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or Timberland Production. Therefore, no impacts would occur.

Additionally, as previously discussed, the nearest forest land to the Project site is a portion of the San Bernardino National Forest located approximately 2.8 miles northeast. Due to distance between the Project site and the nearest forest lands, implementation of the Project would not result in the loss of forest land or conversion of forest land to non-forest use. Therefore, no impacts would occur.

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

There are no active agricultural uses surrounding the Project site and instead, the area is either developed or being developed with urban uses, including industrial and commercial under development along the I-10 corridor where the Project site is located. Thus, the Project would not result in any other changes to the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use. There are no components of the Project that would involve other changes in the existing environment

which, due to their location or nature, could result in conversion of Farmland to non-agricultural use. Therefore, no impacts would occur.

As disclosed under the analysis for Thresholds c and d, there are no forest lands in the immediate vicinity of the Project site. Therefore, the Project would not involve other changes in the existing environment that would result in the conversion of forest land to non-forest use. Therefore, no impacts would occur.

4.2.6 Cumulative Impact Analysis

This cumulative impact analysis considers development of the proposed Project in conjunction with other development projects and planned development within the City of Calimesa, nearby portions of unincorporated Riverside County, and nearby portions of the City of Beaumont. Lands within Riverside County generally exhibit similar climate, geologic, and soil characteristics, and agricultural production is evaluated by Riverside County and the State of California at the County level. Additionally, agricultural lands throughout Riverside County are subject to future development that would preclude agricultural uses, based on the various land use designations applied to lands throughout western Riverside County by the County's General Plan and the general plans of other local jurisdictions.

As discussed under Threshold a., implementation of the Project would result in direct and indirect impacts to up to 87.0 acres of Farmland of Local Importance. Based on the Project's LESA Model, the Project site is determined to have a relatively low value for agricultural production, further demonstrating that the Project site does not contain any areas of important farmland types. Although it is possible that cumulative developments could result in significant impacts to important farmland types, the Project would not impact any farmland types; therefore, the project impacts would be less than significant on a cumulatively-considerable basis.

There are no lands zoned primarily for agricultural use within the Project site and the Project would not result in a conflict with existing agricultural zoning; thus, impacts would be less-than-cumulatively considerable. The Project site does not have any agricultural uses under existing conditions and is not subject to a Williamson Act Contract. There are no components of the proposed Project that could indirectly affect any Agricultural Preserves or Williamson Act-contracted lands within the Project vicinity. Therefore, the Project would not in impacts due to a conflict with existing agricultural zoning, agricultural use, or with land subject to a Williamson Act Contract. Accordingly, cumulatively-considerable impacts would not occur.
There are no components of the Project that would involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use. Accordingly, cumulatively-considerable impacts would not occur.

The Project site and surrounding areas are not zoned for forest land (as defined in PRC § 12220(g)), timberland (as defined by PRC § 4526), or timberland zoned Timberland Production (as defined by Government Code § 51104(g)). As such, the Project has no potential to conflict with such zoning, and no cumulatively-considerable impacts would occur. In addition, the Project has no potential to result in the loss of forest land or conversion of forest land to non-forest use, and no cumulatively-considerable impacts due to the loss or conversion of forest land would occur.

4.2.7 Significance of Impacts Before Mitigation

Threshold a.: Less-than-Significant Impact. The Project would result in impacts to approximately 87.0 acres Farmland of Local Importance, which does not comprise "Farmland," as that term is defined by CEQA, the City of Calimesa or the CDC, meaning that the Project would not convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or any other "Farmland" as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use. Even if "Farmland" included Farmland of Local Importance**,** based on the Project's LESA Analysis (*Technical Appendix B*), all of the Project's impacts on Farmland would still be less than significant. The Project site's final LESA score is 43.5, with an LE score of 30.1 and an SA score of 13.5. Thus, because the SA score is not greater than or equal to 20, the Project site is determined to have a relatively low value for agricultural production, indicating that the Project site does not contain any areas of important farmland types, and therefore, conversion of the Project site's Farmland of Local Importance to non-agricultural use would be less than significant. Accordingly, the Project would not convert Prime Farmland, Unique Farmland, or Farmland as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use, and impacts would be less than significant.

Threshold b: No Impact. The Project site is not zoned for agricultural uses under existing conditions. Therefore, the implementation of the Project would not conflict with existing agricultural zoning and no impact would occur. Additionally, the Project site is not subject to a Williamson Act Contract; thus, no impacts would occur.

Threshold c & d: No Impact. There is no forest land in the Project's vicinity and no lands in the Project's vicinity are zoned as forest land, timberland, or timberland production. The Project would not result in the conversion of forest land to non-forest use. No impacts would occur.

Threshold e: No Impact. There are no components of the Project that would involve other changes in the existing environment which, due to their location or nature, could result in the conversion of Farmland to non-agricultural use or forest land to non-forest use. No impacts would occur.

4.2.8 Applicable Regulations, Design Requirements, and Mitigation

Mitigation

Impacts to Agriculture and Forestry Resources would be less than significant; therefore, no mitigation measures are required.

4.3 AIR QUALITY

This Subsection is based on two technical reports prepared by Urban Crossroads, Inc. (Urban Crossroads). The first report addresses the Project's regional and localized impacts to air quality, is entitled, "Oak Valley North Specific Plan Air Quality Impact Analysis" (herein, "AQIA"), is dated December 18, 2023, and is included as *Technical Appendix C* to this EIR (Urban Crossroads, 2023a). The second report addresses the Project's potential to result health risk impacts to nearby sensitive receptors, is entitled, "Oak Valley North Specific Plan Mobile Source Health Risk Assessment" (herein, "HRA"), is dated December 19, 2023, and is included as *Technical Appendix D* to this EIR (Urban Crossroads, 2023b). Refer to Section 7.0, *References*, for a complete list of reference sources.

4.3.1 EXISTING CONDITIONS

A. *South Coast Air Basin*

The Project site is located in the South Coast Air Basin (SCAB) within the jurisdiction of South Coast Air Quality Management District (SCAQMD). The SCAQMD was created by the 1977 Lewis-Presley Air Quality Management Act, which merged four county air pollution control bodies into one regional district. Under the Act, the SCAQMD is responsible for bringing air quality in areas under its jurisdiction into conformity with federal and state air quality standards. The SCAB encompasses a 6,745-square mile subregion of the SCAQMD, which includes the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, and all of Orange County. The SCAB is bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east, and the San Diego Air Basin to the south. (Urban Crossroads, 2023a, p. 14)

B. *Regional Climate*

The regional climate has a substantial influence on air quality in the SCAB. In addition, the temperature, wind, humidity, precipitation, and amount of sunshine influence the air quality. The annual average temperatures throughout the SCAB vary from the low to middle 60s degrees Fahrenheit (°F). Due to a decreased marine influence, the eastern portion of the SCAB shows greater variability in average annual minimum and maximum temperatures. January is the coldest month throughout the SCAB, with average minimum temperatures of 47°F in downtown Los Angeles and 36°F in San Bernardino. All portions of the SCAB have recorded maximum temperatures above 100°F. (Urban Crossroads, 2023a, p. 14)

Although the climate of the SCAB can be characterized as semi-arid, the air near the land surface is quite moist on most days because of the presence of a marine layer. This shallow layer of sea air is an important modifier of SCAB climate. Humidity restricts visibility in the SCAB, and the conversion of sulfur dioxide (SO_2) to sulfates (SO_4) is heightened in air with high relative humidity. The marine layer provides an environment for that conversion process, especially during the spring and summer months. The annual average relative humidity within the SCAB is 71% along the coast and 59% inland. Since the ocean effect is dominant, periods of heavy early morning fog are frequent and low stratus clouds are a characteristic feature. These effects decrease with distance from the coast. (Urban Crossroads, 2023a, p. 14)

More than 90% of the SCAB's rainfall occurs from November through April. The annual average rainfall varies from approximately nine inches in Riverside to fourteen inches in downtown Los Angeles. Monthly and yearly rainfall totals are extremely variable. Summer rainfall usually consists of widely scattered thunderstorms near the coast and slightly heavier shower activity in the eastern portion of the SCAB with frequency being higher near the coast. (Urban Crossroads, 2023a, p. 14)

Due to its generally clear weather, about three-quarters of available sunshine is received in the SCAB. The remaining one-quarter is absorbed by clouds. The ultraviolet portion of this abundant radiation is a key factor in photochemical reactions. On the shortest day of the year, there are approximately 10 hours of possible sunshine, and on the longest day of the year, there are approximately 14½ hours of possible sunshine. (Urban Crossroads, 2023a, p. 15)

The importance of wind to air pollution is considerable. The direction and speed of the wind determines the horizontal dispersion and transport of the air pollutants. During the late autumn to early spring rainy season, the SCAB is subjected to wind flows associated with the traveling storms moving through the region from the northwest. This period also brings five to ten periods of strong, dry offshore winds, locally termed "Santa Anas" each year. During the dry season, which coincides with the months of maximum photochemical smog concentrations, the wind flow is bimodal, typified by a daytime onshore sea breeze and a nighttime offshore drainage wind. Summer wind flows are created by the pressure differences between the relatively cold ocean and the unevenly heated and cooled land surfaces that modify the general northwesterly wind circulation over southern California. Nighttime drainage begins with the radiational cooling of the mountain slopes. Heavy, cool air descends the slopes and flows through the mountain passes and canyons as it follows the lowering terrain toward the ocean. Another characteristic wind regime in the SCAB is the "Catalina Eddy," a low level cyclonic (counterclockwise) flow centered over Santa Catalina Island which results in an offshore flow to the southwest. On most spring and summer days, some indication of an eddy is apparent in coastal sections. (Urban Crossroads, 2023a, p. 15)

In the SCAB, there are two distinct temperature inversion structures that control vertical mixing of air pollution. During the summer, warm high-pressure descending (subsiding) air is undercut by a shallow layer of cool marine air. The boundary between these two layers of air is a persistent marine subsidence/inversion. This boundary prevents vertical mixing which effectively acts as an impervious lid to pollutants over the entire SCAB. The mixing height for the inversion structure is normally situated 1,000 to 1,500 feet above mean sea level. (Urban Crossroads, 2023a, p. 15)

A second inversion-type forms in conjunction with the drainage of cool air off the surrounding mountains at night followed by the seaward drift of this pool of cool air. The top of this layer forms a sharp boundary with the warmer air aloft and creates nocturnal radiation inversions. These inversions occur primarily in the winter, when nights are longer and onshore flow is weakest. They are typically only a few hundred feet above mean sea level. These inversions effectively trap pollutants, such as nitrogen oxides (NO_X) and carbon monoxide (CO) from vehicles, as the pool of cool air drifts seaward. Winter is therefore a period of high levels of primary pollutants along the coastline. (Urban Crossroads, 2023a, p. 15)

C. Wind Patterns

The distinctive climate of the Project area and the SCAB is determined by its terrain and geographical location. The SCAB is located in a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean in the southwest quadrant with high mountains forming the remainder of the perimeter. Wind patterns across the south coastal region are characterized by westerly and southwesterly onshore winds during the day and easterly or northeasterly breezes at night. Winds are characteristically light although the speed is somewhat greater during the dry summer months than during the rainy winter season. (Urban Crossroads, 2023a, pp. 15-16)

D. Criteria Pollutants

Criteria pollutants are pollutants that are regulated through the development of human health based and/or environmentally based criteria for setting permissible levels. Criteria pollutants, their typical sources, and health effects are identified below.

1. Carbon Monoxide (CO)

CO is a colorless, odorless gas produced by the incomplete combustion of carbon-containing fuels, such as gasoline or wood. CO emissions come from any source that burns fuel such as automobiles, trucks, heavy construction equipment, farming equipment, and residential heating. CO concentrations tend to be highest during the winter morning, when little to no wind and surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines, unlike ozone (O_3), motor vehicles operating at slow speeds are the primary source of CO in the SCAB. The highest ambient CO concentrations are generally found near congested transportation corridors and intersections. (Urban Crossroads, 2023a, Table 2-1)

Individuals with a deficient blood supply to the heart are the most susceptible to the adverse effects of CO exposure. The effects observed include earlier onset of chest pain with exercise, and electrocardiograph changes indicative of decreased oxygen (O_2) supply to the heart. Inhaled CO has no direct toxic effect on the lungs but exerts its effect on tissues by interfering with O_2 transport and competing with O_2 to combine with hemoglobin present in the blood to form carboxyhemoglobin (COHb). Hence, conditions with an increased demand for O_2 supply can be adversely affected by exposure to CO. Individuals most at risk include fetuses, patients with diseases involving heart and blood vessels, and patients with chronic hypoxemia (O_2 deficiency) as seen at high altitudes. (Urban Crossroads, 2023a, Table 2-1)

2. Sulfur Oxides (SO_X)

Sulfur dioxide (SO_2) is a colorless, extremely irritating gas or liquid. It enters the atmosphere as a pollutant mainly as a result of burning high sulfur-content fuel oils and coal and from chemical processes occurring at chemical plants and refineries. When SO_2 oxidizes in the atmosphere, it forms SO_4. Collectively, these pollutants are referred to as sulfur oxides (SO_X). Sources of SO_X include coal or oil burning power plants and industries, refineries, and diesel engines. (Urban Crossroads, 2023a, Table 2-1)

A few minutes of exposure to low levels of SO_2 can result in airway constriction in some asthmatics, all of whom are sensitive to its effects. In asthmatics, increase in resistance to air flow, as well as reduction in breathing capacity leading to severe breathing difficulties, are observed after acute exposure to SO_2. In contrast, healthy individuals do not exhibit similar acute responses even after exposure to higher concentrations of SO_2. Animal studies suggest that despite SO_2 being a respiratory irritant, it does not cause substantial lung injury at ambient concentrations. However, very high levels of exposure can cause lung edema (fluid accumulation), lung tissue damage, and sloughing off of cells lining the respiratory tract. Some population-based studies indicate that the mortality and morbidity effects associated with fine particles show a similar association with ambient SO_2 levels. In these studies, efforts to separate the effects of SO_2 from those of fine particles have not been successful. It is not clear whether the two pollutants act synergistically, or one pollutant alone is the predominant factor. (Urban Crossroads, 2023a, Table 2-1)

3. Nitrogen Oxides (NO_X)

Nitrogen Oxides (NO_X) consist of nitric oxide (NO), nitrogen dioxide (NO_2), and nitrous oxide (N_2O) and are formed when nitrogen (N_2) combines with O_2. Their lifespan in the atmosphere ranges from one to seven days for NO and NO_2, to 170 years for N_2O. NO_X are typically created during combustion processes and are major contributors to smog formation and acid deposition. NO_X result from any source that burns fuel such as automobiles, trucks, heavy construction equipment, farming equipment and residential heating. NO_2 is a criteria air pollutant and may result in numerous adverse health effects. It absorbs blue light, resulting in a brownish-red cast to the atmosphere and reduced visibility. Of the seven types of NO_X compounds, NO_2 is the most abundant in the atmosphere. As ambient concentrations of NO_2 are related to traffic density, commuters in heavy traffic may be exposed to higher concentrations of NO_2 than those indicated by a regional monitoring station. (Urban Crossroads, 2023a, Table 2-1)

Population-based studies suggest that an increase in acute respiratory illness, including infections and respiratory symptoms in children (not infants), is associated with long-term exposure to NO_2 at levels found in homes with gas stoves, which are higher than ambient levels found in Southern California. Increase in resistance to air flow and airway contraction is observed after short-term exposure to NO_2 in healthy subjects. Larger decreases in lung functions are observed in individuals with asthma or chronic obstructive pulmonary disease (e.g., chronic bronchitis, emphysema) than in healthy individuals, indicating a greater susceptibility of these sub-groups. In animals, exposure to levels of NO_2 considerably higher than ambient concentrations result in increased susceptibility to infections, possibly due to the observed changes in cells involved in maintaining immune functions. The severity of lung tissue damage associated with high levels of Ozone (O_3) exposure increases when animals are exposed to a combination of O_3 and NO_2. (Urban Crossroads, 2023a, Table 2-1)

4. Ozone (O_3)

O_3 is a highly reactive and unstable gas that is formed when reactive organic gases (ROG) and NO_X, both byproducts of internal combustion engine exhaust, undergo slow photochemical reactions in the presence of sunlight. ROG sources include any source that burns fuels (e.g., gasoline, natural gas, wood, oil), solvents, petroleum processing, and storage and pesticides. O_3 concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable to the formation of this pollutant. (Urban Crossroads, 2023a, Table 2-1)

Individuals exercising outdoors, children, and people with preexisting lung disease, such as asthma and chronic pulmonary lung disease, are considered to be the most susceptible subgroups for O_3 effects. Short-term exposure (lasting for a few hours) to O_3 at levels typically observed in Southern California can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes. Elevated O_3 levels are associated with increased school absences. In recent years, a correlation between elevated ambient O_3 levels and increases in daily hospital admission rates, as well as mortality, has also been reported. An increased risk for asthma has been found in children who participate in multiple outdoor sports and live in communities with high O_3 levels. O_3 exposure under exercising conditions is known to increase the severity of the responses described above. Animal studies suggest that exposure to a combination of pollutants that includes O_3 may be more toxic than exposure to O_3 alone. Although lung volume and resistance changes observed after a single exposure diminish with repeated exposures, biochemical and cellular changes appear to persist, which can lead to subsequent lung structural changes. (Urban Crossroads, 2023a, Table 2-1)

5. Particulate Matter (PM)

Particulate matter (PM) includes inhalable particles with diameters that are generally 10 micrometers and smaller, which are referred to as PM_{10}, and fine inhalable particles with diameters that are generally 2.5 micrometers and smaller, which are referred to as $PM_{2.5}$. (Urban Crossroads, 2023a, Table 2-1)

PM_{10} is a major air pollutant consisting of tiny solid or liquid particles of soot, dust, smoke, fumes, and aerosols. Sources of PM_{10} include road dust, windblown dust, and construction. PM_{10} also is formed from other pollutants (acid rain, NO_X, SO_X, and organics), and from the incomplete combustion of any fuel. Particulate matter pollution is a major cause of reduced visibility (haze) which is caused by the scattering of light and consequently the significant reduction of air clarity. The size of the particles (10 microns or smaller, about 0.0004 inches or less) allows them to easily enter the lungs where they may be deposited, resulting in adverse health effects. Additionally, PM_{10} is a criteria air pollutant. (Urban Crossroads, 2023a, Table 2-1)

$PM_{2.5}$ is a similar air pollutant to PM_{10} consisting of tiny solid or liquid particles that are 2.5 microns or smaller (often referred to as fine particles). $PM_{2.5}$ comes from fuel combustion in motor vehicles, equipment, and industrial sources, and residential and agricultural burning. $PM_{2.5}$ also is formed from reaction of other pollutants (acid rain, NO_X, SO_X, and organics). These particles are formed in the atmosphere from primary gaseous emissions that include SO_4 formed from SO_2 release from power plants and industrial facilities and nitrates that are formed from NO_X release from power plants, automobiles, and other types of combustion sources. The chemical composition of fine particles highly depends on location, time of year, and weather conditions. $PM_{2.5}$ is a criteria air pollutant. (Urban Crossroads, 2023a, Table 2-1)

A consistent correlation between elevated ambient fine particulate matter (PM_{10} and $PM_{2.5}$) levels and an increase in mortality rates, respiratory infections, number and severity of asthma attacks and the number of hospital admissions has been observed in different parts of the United States and various areas around the world. In recent years, some studies have reported an association between long-term exposure to air pollution dominated by fine particles and increased mortality, reduction in lifespan, and an increased mortality from

lung cancer. Daily fluctuations in $PM_{2.5}$ concentration levels have also been related to hospital admissions for acute respiratory conditions in children, to school and kindergarten absences, to a decrease in respiratory lung volumes in normal children, and to increased medication use in children and adults with asthma. Recent studies show lung function growth in children is reduced with long-term exposure to particulate matter. The elderly, people with preexisting respiratory or cardiovascular disease, and children appear to be more susceptible to the effects of high levels of PM_{10} and $PM_{2.5}$. (Urban Crossroads, 2023a, Table 2-1)

6. Volatile Organic Compounds (VOCs)

Volatile Organic Compounds (VOCs) are hydrocarbon compounds (any compound containing various combinations of hydrogen and carbon atoms) that exist in the ambient air. VOCs contribute to the formation of smog through atmospheric photochemical reactions and/or may be toxic. Compounds of carbon (also known as organic compounds) have different levels of reactivity; that is, they do not react at the same speed or do not form O_3 to the same extent when exposed to photochemical processes. VOCs often have an odor, and some examples include gasoline, alcohol, and the solvents used in paints. Exceptions to the VOC designation include CO, carbon dioxide (CO_2), carbonic acid, metallic carbides or carbonates, and ammonium carbonate. VOCs are a criteria pollutant since they are a precursor to O_3, which is a criteria pollutant. The terms VOC and ROG (as discussed below) are used interchangeably. (Urban Crossroads, 2023a, Table 2-1)

Organic chemicals are widely used as ingredients in household products. Paints, varnishes, and wax all contain organic solvents, as do many cleaning, disinfecting, cosmetic, degreasing, and hobby products. Fuels are made up of organic chemicals. All of these products can release organic compounds while in use, and, to some degree, when they are stored. (Urban Crossroads, 2023a, Table 2-1)

Breathing VOCs can irritate the eyes, nose, and throat; can cause difficulty breathing and nausea; and can damage the central nervous system as well as other organs. Some VOCs can cause cancer. Not all VOCs have all these health effects, though many have several. (Urban Crossroads, 2023a, Table 2-1)

7. Reactive Organic Gases (ROGs)

Similar to VOCs, Reactive Organic Gases (ROGs) are also precursors in forming O_3 and consist of compounds containing methane (CH_4), ethane (C_2H_6), propane, butane, and longer chain hydrocarbons, which are typically the result of some type of combustion/decomposition process. Smog is formed when ROG and NO_X react in the presence of sunlight. ROGs are a criteria pollutant since they are a precursor to O_3, which is a criteria pollutant. The terms ROG and VOC (see above discussion) are used interchangeably. Sources of ROGs and health effects of ROGs are similar to VOCs, and are described above. (Urban Crossroads, 2023a, Table 2-1)

8. Lead (Pb)

Lead (Pb) is a heavy metal that is highly persistent in the environment and is considered a criteria pollutant. In the past, the primary source of Pb in the air was emissions from vehicles burning leaded gasoline. The major sources of Pb emissions include ore and metals processing, particularly Pb smelters; resource recovery; the deterioration of Pb-based paints; and leaded gasoline use and piston-engine aircraft operating on leaded

aviation gasoline. Other stationary sources include waste incinerators, utilities, and lead-acid battery manufacturers. (Urban Crossroads, 2023a, Table 2-1)

Fetuses, infants, and children are more sensitive than others to the adverse effects of Pb exposure. Exposure to low levels of Pb can adversely affect the development and function of the central nervous system, leading to learning disorders, distractibility, inability to follow simple commands, and lower intelligence quotients. In adults, increased Pb levels are associated with increased blood pressure. Pb poisoning can cause anemia, lethargy, seizures, and death; although it appears that there are no direct effects of Pb on the respiratory system. Pb can be stored in the bone from early age environmental exposure, and elevated blood Pb levels can occur due to breakdown of bone tissue during pregnancy, hyperthyroidism (increased secretion of hormones from the thyroid gland) and osteoporosis (breakdown of bony tissue). Fetuses and breast-fed babies can be exposed to higher levels of Pb because of previous environmental Pb exposure of their mothers. (Urban Crossroads, 2023a, Table 2-1)

9. Odor

Odor means the perception experienced by a person when one or more chemical substances in the air come into contact with the human olfactory nerves. Odors can come from many sources including animals, human activities, industry, nature, and vehicles. (Urban Crossroads, 2023a, Table 2-1)

Offensive odors can potentially affect human health in several ways. First, odorant compounds can irritate the eye, nose, and throat, which can reduce respiratory volume. Second, studies have shown that the VOCs that cause odors can stimulate sensory nerves to cause neurochemical changes that might influence health, for instance, by compromising the immune system. Finally, unpleasant odors can trigger memories or attitudes linked to unpleasant odors, causing cognitive and emotional effects such as stress. (Urban Crossroads, 2023a, Table 2-1)

E. Existing Air Quality

Existing air quality is measured at established SCAQMD air quality monitoring stations. Monitored air quality is evaluated in the context of ambient air quality standards. These standards are the levels of air quality that are considered safe, with an adequate margin of safety, to protect the public health and welfare. National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) currently in effect are shown in Table 4.3-1, *Ambient Air Quality Standards*. (Urban Crossroads, 2023a, p. 23)

The determination of whether a region's air quality is healthful or unhealthful is determined by comparing contaminant levels in ambient air samples to the state and federal standards. At the time this EIR was prepared, the most recent state and federal standards were updated by CARB on May 4, 2016 and are presented in Table 4.3-1. The air quality in a region is considered to be in attainment by the state if the measured ambient air pollutant levels for O_3, CO (except 8-hour Lake Tahoe), SO_2 (1 and 24 hour), NO_2, PM_{10}, and $PM_{2.5}$ are not to be exceeded. All others are not to be equaled or exceeded. It should be noted that the three-year period is presented for informational purposes and is not the basis for how the State assigns attainment status.

Table 4.3-1 Ambient Air Quality Standards

Ambient Air Quality Standards						
Pollutant	Averaging Time	California Standards [1]		National Standards [2]		
		Concentration [3]	Method [4]	Primary [3,5]	Secondary [3,6]	Method [7]
Ozone (O_3)[8]	1 Hour	0.09 ppm (180 µg/m^3)	Ultraviolet Photometry	—	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.070 ppm (137 µg/m^3)		0.070 ppm (137 µg/m^3)		
Respirable Particulate Matter (PM10)[9]	24 Hour	50 µg/m^3	Gravimetric or Beta Attenuation	150 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m^3		—		
Fine Particulate Matter (PM2.5)[9]	24 Hour	—	—	35 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m^3	Gravimetric or Beta Attenuation	12.0 µg/m^3	15 µg/m^3	
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m^3)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m^3)	—	Non-Dispersive Infrared Photometry (NDIR)
	8 Hour	9.0 ppm (10 mg/m^3)		9 ppm (10 mg/m^3)	—	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m^3)		—	—	
Nitrogen Dioxide (NO_2)[10]	1 Hour	0.18 ppm (339 µg/m^3)	Gas Phase Chemiluminescence	100 ppb (188 µg/m^3)	—	Gas Phase Chemiluminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)		0.053 ppm (100 µg/m^3)	Same as Primary Standard	
Sulfur Dioxide (SO_2)[11]	1 Hour	0.25 ppm (655 µg/m^3)	Ultraviolet Fluorescence	75 ppb (196 µg/m^3)	—	Ultraviolet Flourescence; Spectrophotometry (Pararosaniline Method)
	3 Hour	—		—	0.5 ppm (1300 µg/m^3)	
	24 Hour	0.04 ppm (105 µg/m^3)		0.14 ppm (for certain areas)[11]	—	
	Annual Arithmetic Mean	—		0.030 ppm (for certain areas)[11]	—	
Lead[12,13]	30 Day Average	1.5 µg/m^3	Atomic Absorption	—	—	High Volume Sampler and Atomic Absorption
	Calendar Quarter	—		1.5 µg/m^3 (for certain areas)[12]	Same as Primary Standard	
	Rolling 3-Month Average	—		0.15 µg/m^3		
Visibility Reducing Particles[14]	8 Hour	See footnote 14	Beta Attenuation and Transmittance through Filter Tape	No National Standards		
Sulfates	24 Hour	25 µg/m^3	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m^3)	Ultraviolet Fluorescence			
Vinyl Chloride[12]	24 Hour	0.01 ppm (26 µg/m^3)	Gas Chromatography			

See footnotes on next page …

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Table 4.3-1 Ambient Air Quality Standards (Cont'd)

1. California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PM10, PM2.5, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

2. National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24 hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 $\mu g/m^3$ is equal to or less than one. For PM2.5, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.

3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

4. Any equivalent measurement method which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.

5. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.

6. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

7. Reference method as described by the U.S. EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the U.S. EPA.

8. On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.

9. On December 14, 2012, the national annual PM2.5 primary standard was lowered from 15 $\mu g/m^3$ to 12.0 $\mu g/m^3$. The existing national 24-hour PM2.5 standards (primary and secondary) were retained at 35 $\mu g/m^3$, as was the annual secondary standard of 15 $\mu g/m^3$. The existing 24-hour PM10 standards (primary and secondary) of 150 $\mu g/m^3$ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.

10. To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.

11. On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.

    Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.

12. The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

13. The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 $\mu g/m^3$ as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.

14. In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

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(Urban Crossroads, 2023a, Table 2-2)

Attainment status for a pollutant means that the SCAQMD meets the standards set by the EPA or the California EPA (CalEPA). Conversely, nonattainment means that an area has monitored air quality that does not meet the NAAQS or CAAQS standards. In order to improve air quality in nonattainment areas, a State Implementation Plan (SIP) is drafted by CARB. The SIP outlines the measures that the state will take to improve air quality. Once nonattainment areas meet the standards and additional redesignation requirements, the EPA will designate the area as a maintenance area. (Urban Crossroads, 2023a, p. 23)

1. Regional Air Quality

Air pollution contributes to a wide variety of adverse health effects. The EPA has established NAAQS for six of the most common air pollutants: CO, Pb, O_3, particulate matter (PM_{10} and $PM_{2.5}$), NO_2, and SO_2, which are known as criteria pollutants. The SCAQMD monitors levels of various criteria pollutants at 37 permanent monitoring stations and 5 single-pollutant source Pb air monitoring sites throughout the air district. On January 5, 2021, CARB posted the 2020 amendments to the State and national area designations. See Table 4.3-2, *Attainment Status of Criteria Pollutants in the SCAB*, for attainment designations for the SCAB. Appendix 2.1 to the Project's AQIA (*Technical Appendix C*) provides geographic representation of the State and federal attainment status for applicable criteria pollutants within the SCAB. (Urban Crossroads, 2023a, p. 26)

Table 4.3-2 Attainment Status of Criteria Pollutants in the SCAB

Criteria Pollutant	State Designation	Federal Designation
O_3 – 1-hour standard	Nonattainment	--
O_3 – 8-hour standard	Nonattainment	Nonattainment
PM_{10}	Nonattainment	Attainment
$PM_{2.5}$	Nonattainment	Nonattainment
CO	Attainment	Unclassifiable/Attainment
NO_2	Attainment	Unclassifiable/Attainment
SO_2	Attainment	Unclassifiable/Attainment
Pb[1]	Attainment	Unclassifiable/Attainment

1. The federal nonattainment designation for lead is only applicable towards the Los Angeles County portion of the SCAB.
Note: See Appendix 2.1 to the Project's AQIA (*Technical Appendix C*) for a detailed map of State/National Area Designations within the SCAB.
"--" = The national 1-hour O_3 standard was revoked effective June 15, 2005.
(Urban Crossroads, 2023a, Table 2-3)

F. Local Air Quality

The SCAQMD has designated general forecast areas and air monitoring areas (referred to as Source Receptor Areas [SRA]) throughout the district in order to provide Southern California residents about the air quality conditions. The Project site is located within the Hemet/San Jacinto Valley area (SRA 28). As there are no monitoring stations located within the Hemet/San Jacinto Valley area, statistics from the next nearest stations will be used. The East San Bernardino Valley (SRA 35) monitoring station is located approximately 8.3 miles northwest of the Project site and reports air quality statistics for O_3 and PM_{10}. Data for NO_2 was obtained from

the San Gorgonio Pass monitoring station, located in SRA 29, approximately 10.7 miles southeast of the Project site. The nearest station for CO and $PM_{2.5}$ data was obtained from the Central San Bernardino Valley 2 monitoring station which is located approximately 15.9 miles northwest of the Project site in SRA 34. (Urban Crossroads, 2023a, p. 26)

The most recent three (3) years of data available is shown on Table 4.3-3, *Project Area Air Quality Monitoring Summary (2020-2022)*, and identifies the number of days ambient air quality standards were exceeded for the study area, which is considered to be representative of the local air quality at the Project site. Data for O_3, CO, NO_2, PM_{10}, and $PM_{2.5}$ for 2020 through 2022 was obtained from the SCAQMD Air Quality Data Tables. Additionally, data for SO_2 has been omitted as attainment is regularly met in the SCAB and few monitoring stations measure SO_2 concentrations. (Urban Crossroads, 2023a, pp. 26-27)

G. *Regional Air Quality Improvement*

The Project is within the jurisdiction of the SCAQMD. In 1976, California adopted the Lewis Air Quality Management Act which created SCAQMD from a voluntary association of air pollution control districts in Los Angeles, Orange, Riverside, and San Bernardino counties. The geographic area that SCAQMD regulates is known as the SCAB. SCAQMD develops comprehensive plans and regulatory programs for the region to attain federal standards by dates specified in federal law. The agency is also responsible for meeting state standards by the earliest date achievable, using reasonably available control measures. (Urban Crossroads, 2023a, p. 31)

SCAQMD rule development through the 1970s and 1980s resulted in dramatic improvement in SCAB air quality. Nearly all control programs developed through the early 1990s relied on (i) the development and application of cleaner technology; (ii) add-on emission controls, and (iii) uniform CEQA review throughout the SCAB. Industrial emission sources have been significantly reduced by this approach and vehicular emissions have been reduced by technologies implemented at the state level by CARB. (Urban Crossroads, 2023a, p. 31)

The SCAQMD is the lead agency charged with regulating air quality emission reductions for the entire SCAB. SCAQMD created Air Quality Management Plans (AQMPs) which represent a regional blueprint for achieving healthful air on behalf of the 16 million residents of the SCAB. The 2012 AQMP states, "the remarkable historical improvement in air quality since the 1970's is the direct result of Southern California's comprehensive, multiyear strategy of reducing air pollution from all sources as outlined in its AQMPs." (Urban Crossroads, 2023a, p. 31)

Emissions of O_3, NO_X, VOC, and CO have been decreasing in the SCAB since 1975 and are projected to continue to decrease through 2020. These decreases result primarily from motor vehicle controls and reductions in evaporative emissions. Although vehicle miles traveled (VMT) in the SCAB continue to increase, NO_X and VOC levels are decreasing because of the mandated controls on motor vehicles and the replacement of older polluting vehicles with lower-emitting vehicles. NO_X emissions from electric utilities have also decreased due to use of cleaner fuels and renewable energy. O_3 contour maps show that the number of days

Table 4.3-3 Project Area Air Quality Monitoring Summary (2020-2022)

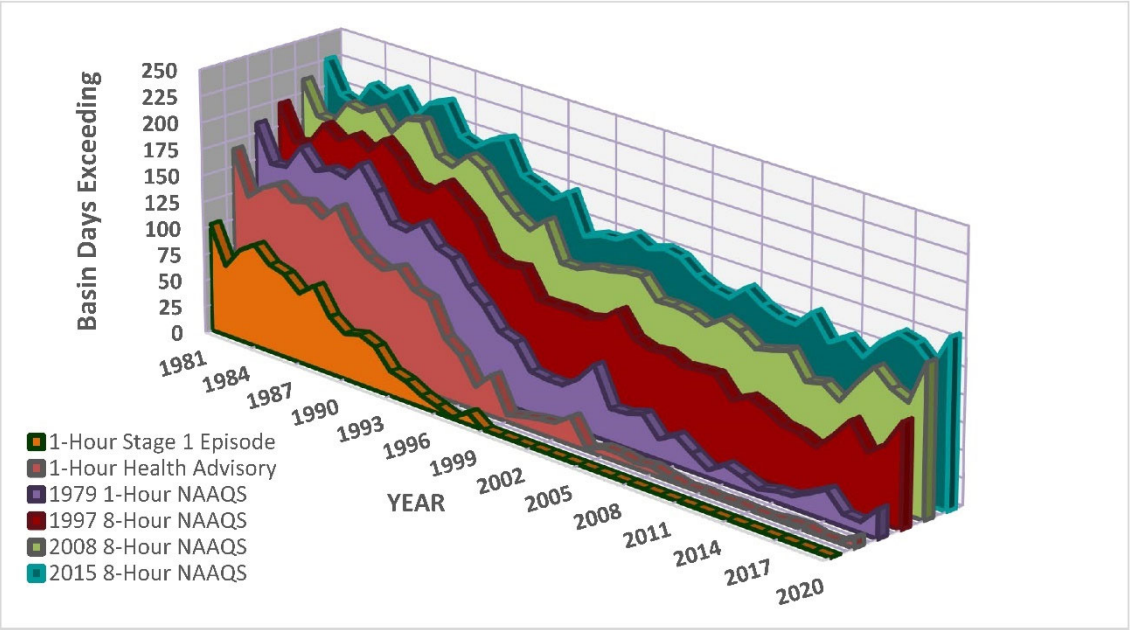
Pollutant	Standard	Year		
		2020	2021	2022
O_3				
Maximum Federal 1-Hour Concentration (ppm)		0.173	0.145	0.135
Maximum Federal 8-Hour Concentration (ppm)		0.136	0.119	0.109
Number of Days Exceeding State 1-Hour Standard	> 0.09 ppm	104	74	63
Number of Days Exceeding State/Federal 8-Hour Standard	> 0.070 ppm	141	118	106
CO				
Maximum Federal 1-Hour Concentration	> 35 ppm	1.9	2.0	1.7
Maximum Federal 8-Hour Concentration	> 20 ppm	1.4	1.6	1.4
NO_2				
Maximum Federal 1-Hour Concentration	> 0.100 ppm	0.051	0.057	0.052
Annual Federal Standard Design Value		0.009	0.009	0.008
PM_{10}				
Maximum Federal 24-Hour Concentration ($\mu g/m^3$)	> 150 $\mu g/m^3$	57	44	62
Annual Federal Arithmetic Mean ($\mu g/m^3$)		23.4	23.3	22.0
Number of Days Exceeding Federal 24-Hour Standard	> 150 $\mu g/m^3$	0	0	0
Number of Days Exceeding State 24-Hour Standard	> 50 $\mu g/m^3$	1	0	0
$PM_{2.5}$				
Maximum Federal 24-Hour Concentration ($\mu g/m^3$)	> 35 $\mu g/m^3$	25.70	57.90	40.10
Annual Federal Arithmetic Mean ($\mu g/m^3$)	> 12 $\mu g/m^3$	11.66	11.90	11.26
Number of Days Exceeding Federal 24-Hour Standard	> 35 $\mu g/m^3$	0	1	2

ppm = Parts Per Million
$\mu g/m^3$ = Microgram per Cubic Meter
Source: Data for O_3, CO, NO_2, PM_{10}, and $PM_{2.5}$ was obtained from SCAQMD Air Quality Data Tables.
(Urban Crossroads, 2023a, Table 2-4)

exceeding the 8-hour NAAQS has generally decreased between 1980 and 2020. For 2020, there was an overall decrease in exceedance days compared with the 1980 period. However, as shown on Figure 4.3-1, *SCAB O_3 Trend*, O_3 levels have increased in the past three years due to higher temperatures and stagnant weather conditions. Notwithstanding, O_3 levels in the SCAB have decreased substantially over the last 30 years with the current maximum measured concentrations being approximately one-third of concentrations within the late 1970's. (Urban Crossroads, 2023a, pp. 31-32)

The overall trends of PM_{10} and $PM_{2.5}$ levels in the air (not emissions) show an overall improvement since 1975. Direct emissions of PM_{10} have remained somewhat constant in the SCAB and direct emissions of $PM_{2.5}$ have decreased slightly since 1975. Area wide sources (fugitive dust from roads, dust from construction, and other sources) contribute the greatest amount of direct particulate matter emissions. (Urban Crossroads, 2023a, p. 32)

Figure 4.3-1 SCAB O_3 Trend



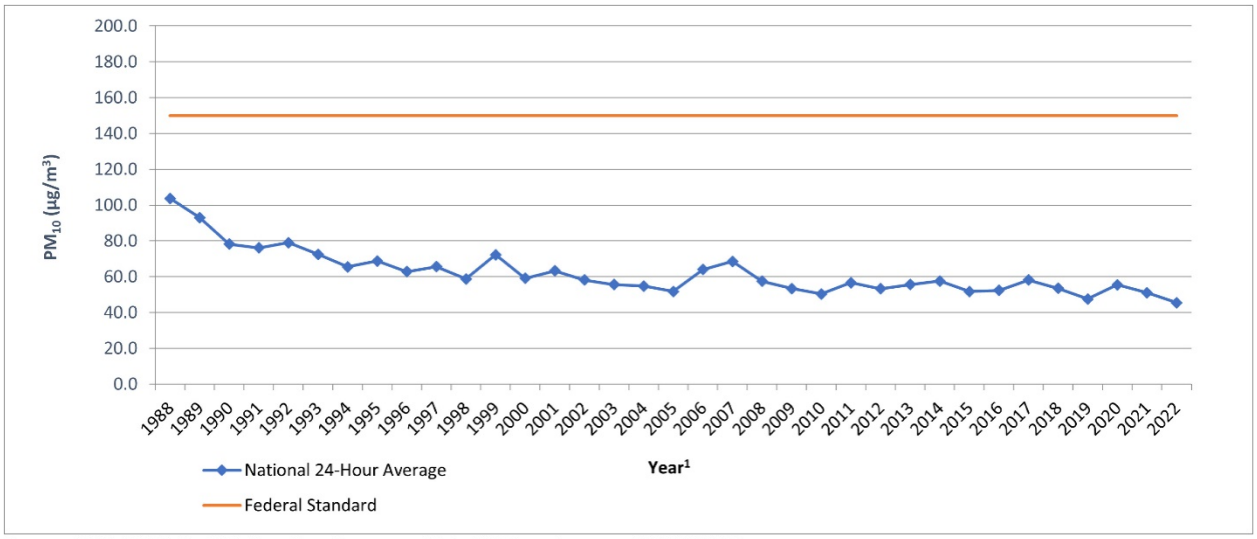
(Urban Crossroads, 2023a, Table 2-5)

As with other pollutants, the most recent PM_{10} statistics show an overall improvement as illustrated in Figure 4.3-2, *SCAB Average 24-Hour Concentration PM_{10} Trend (Based on Federal* Standard), and Figure 4.3-3, *SCAB Annual Average Concentration PM_{10} Trend (Based on State* Standard). During the period for which data are available, the 24-hour national annual average concentration for PM_{10} decreased by approximately 56%, from 103.7 microgram per cubic meter (µg/m³) in 1988 to 45.5 µg/m³ in 2022. Although the values are below the federal standard, it should be noted that there are days within the year where the concentrations would exceed the threshold. The 24-hour state annual average for emissions for PM_{10}, have decreased by approximately 64%, from 93.9 µg/m³ in 1989 to 37.3 µg/m³ in 2022. Although data in the late 1990's show some variability, this is probably due to the advances in meteorological science rather than a change in emissions. Similar to the ambient concentrations, the calculated number of days above the 24-hour PM_{10} standards has also shown an overall drop. (Urban Crossroads, 2023a, pp. 32-33)

Figure 4.3-4, *SCAB 24-Hour Average Concentration $PM_{2.5}$ Trend (Based on Federal Standard)*, Figure 4.3-5, *SCAB 24-Hour Average Concentration $PM_{2.5}$ Trend (Based on State Standard)*, shows the most recent 24-hour average $PM_{2.5}$ concentrations in the SCAB from 1999 through 2020. Overall, the national and State annual average concentrations have decreased by almost 50% and 31% respectively. It should be noted that the SCAB is currently designated as nonattainment for the state and federal $PM_{2.5}$ standards. (Urban Crossroads, 2023a, pp. 33-34)

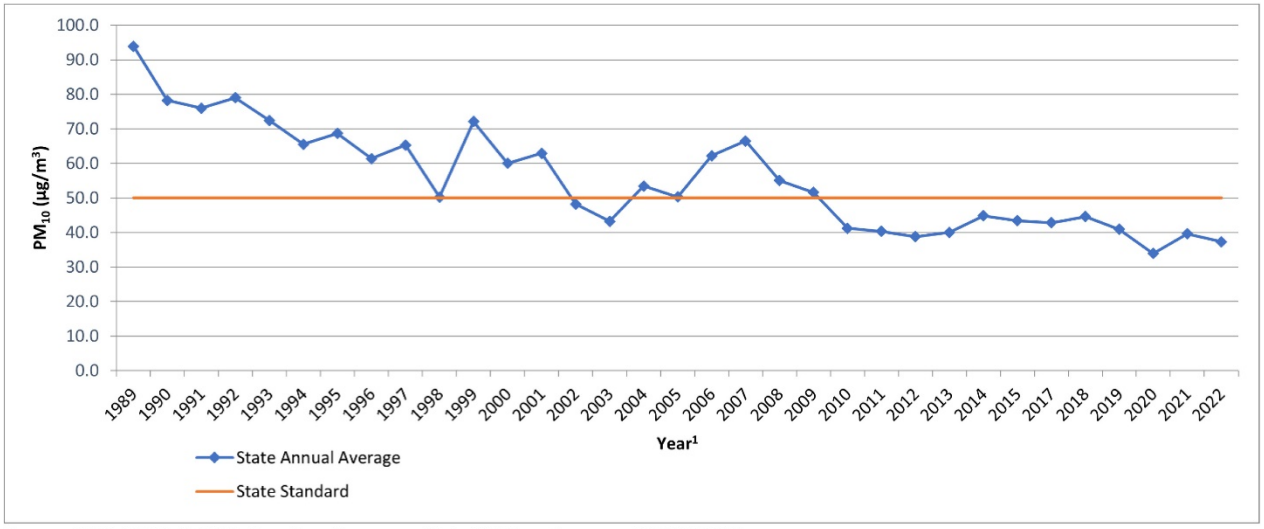
While the 2012 AQMP PM_{10} attainment demonstration and the 2015 associated supplemental SIP submission indicated that attainment of the 24-hour standard was predicted to occur by the end of 2015, it could not anticipate the effect of the ongoing drought on the measured $PM_{2.5}$. (Urban Crossroads, 2023a, p. 34)

Figure 4.3-2 SCAB Average 24-Hour Concentration PM_{10} Trend (Based on Federal Standard)



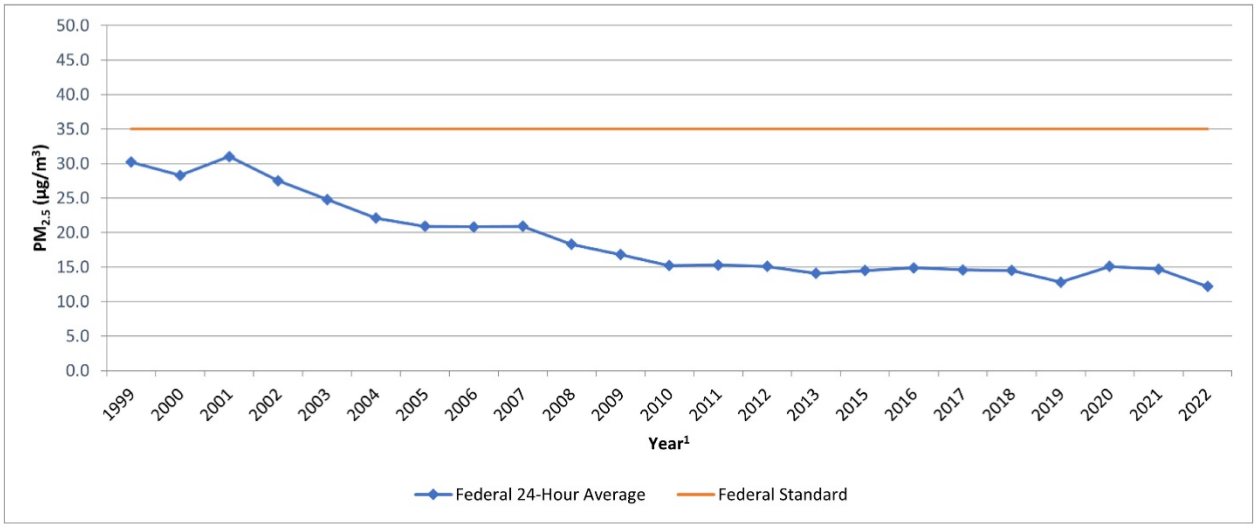
Source: 2023 CARB, iADAM: Top Four Summary: PM_{10} 24-Hour Averages (1988-2022)
[1] Some years have been omitted from the table as insufficient data (or no) data has been reported. Years with reported value of "0" have also been omitted.
(Urban Crossroads, 2023a, Table 2-6)

Figure 4.3-3 SCAB Annual Average Concentration PM_{10} Trend (Based on State Standard)



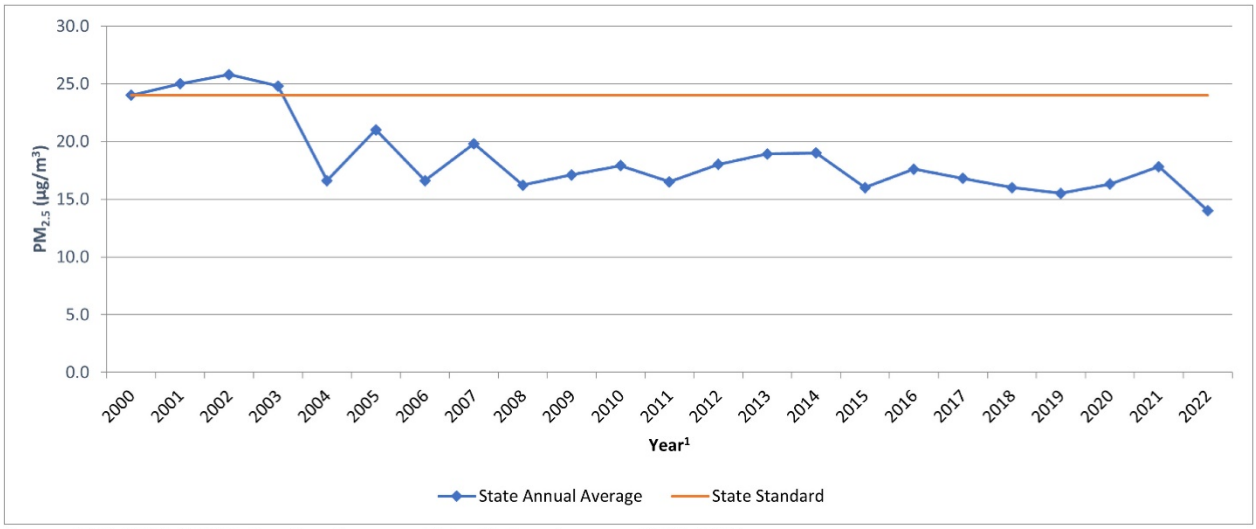
Source: 2023 CARB, iADAM: Top Four Summary: PM_{10} 24-Hour Averages (1988-2022)
[1] Some years have been omitted from the table as insufficient data (or no) data has been reported. Years with reported value of "0" have also been omitted.
(Urban Crossroads, 2023a, Table 2-7)

Figure 4.3-4 SCAB 24-Hour Average Concentration $PM_{2.5}$ Trend (Based on Federal Standard)



Source: 2023 CARB, iADAM: Top Four Summary: $PM_{2.5}$ 24-Hour Averages (1999-2022)
[1] Some years have been omitted from the table as insufficient data (or no) data has been reported. Years with reported value of "0" have also been omitted.
(Urban Crossroads, 2023a, Table 2-8)

Figure 4.3-5 SCAB 24-Hour Average Concentration $PM_{2.5}$ Trend (Based on State Standard)



Source: 2023 CARB, iADAM: Top Four Summary: $PM_{2.5}$ 24-Hour Averages (1999-2022)
[1] Some years have been omitted from the table as insufficient data (or no) data has been reported. Years with reported value of "0" have also been omitted.
(Urban Crossroads, 2023a, Table 2-9)

The 2006 to 2010 base period used for the 2012 attainment demonstration had near-normal rainfall. While the trend of $PM_{2.5}$ equivalent emission reductions continued through 2015, the severe drought conditions contributed to the $PM_{2.5}$ increases observed after 2012. As a result of the disrupted progress toward attainment of the federal 24-hour $PM_{2.5}$ standard, SCAQMD submitted a request and the EPA approved, in January 2016, a "bump up" to the nonattainment classification from "moderate" to "serious," with a new attainment deadline

as soon as practicable, but not beyond December 31, 2019. As of March 14, 2019, the EPA approved portions of a SIP revision submitted by California to address CAA requirements for the 2006 24-hour $PM_{2.5}$ NAAQS in the Los Angeles-SCAB Serious $PM_{2.5}$ nonattainment area. The EPA also approved 2017 and 2019 motor vehicle emissions budgets for transportation conformity purposes and inter-pollutant trading ratios for use in transportation conformity analyses. (Urban Crossroads, 2023a, p. 35)

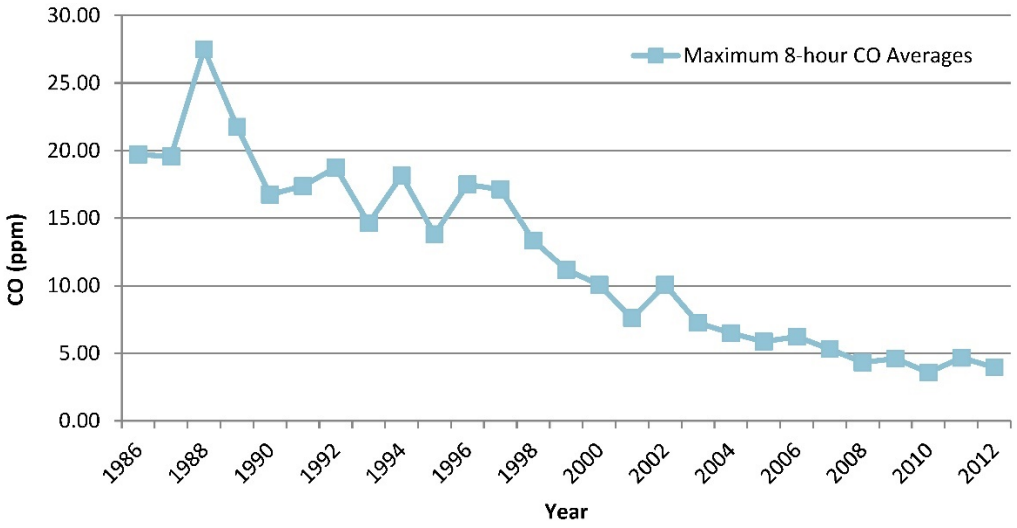
In December 2022, the SCAQMD released the Final 2022 AQMP The 2022 AQMP continues to evaluate current integrated strategies and control measures to meet the NAAQS, particularly the EPA's strengthened ozone standard. These approaches include the use of incentive programs, recognizing existing co-benefit programs from other sectors, and developing a strategy with fair-share reductions at the federal, State, and local levels. Similar to the 2016 AQMP, the 2022 AQMP incorporates scientific and technological information and planning assumptions, including the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS) and updated emission inventory methodologies for various source categories (Urban Crossroads, 2023a, p. 35)

The most recent CO concentrations in the SCAB are shown in Figure 4.3-6, *SCAB 8-Hour Average Concentration CO Trend*. CO concentrations in the SCAB have decreased markedly – a total decrease of more about 80% in the peak 8-hour concentration from 1986 to 2012. It should be noted 2012 is the most recent year where 8-hour CO averages and related statistics are available in the SCAB. The number of exceedance days has also declined. The entire SCAB is now designated as attainment for both the state and national CO standards. Ongoing reductions from motor vehicle control programs should continue the downward trend in ambient CO concentrations. (Urban Crossroads, 2023a, p. 35)

Part of the control process of the SCAQMD's duty to greatly improve the air quality in the SCAB is the uniform CEQA review procedures required by SCAQMD's 1993 CEQA Air Quality Handbook (1993 CEQA Handbook). The single threshold of significance used to assess Project direct and cumulative impacts has in fact "worked" as evidenced by the track record of the air quality in the SCAB dramatically improving over the course of the past decades. As stated by the SCAQMD, the SCAQMD's thresholds of significance are based on factual and scientific data and are therefore appropriate thresholds of significance to use for project-level analyses. (Urban Crossroads, 2023a, p. 36)

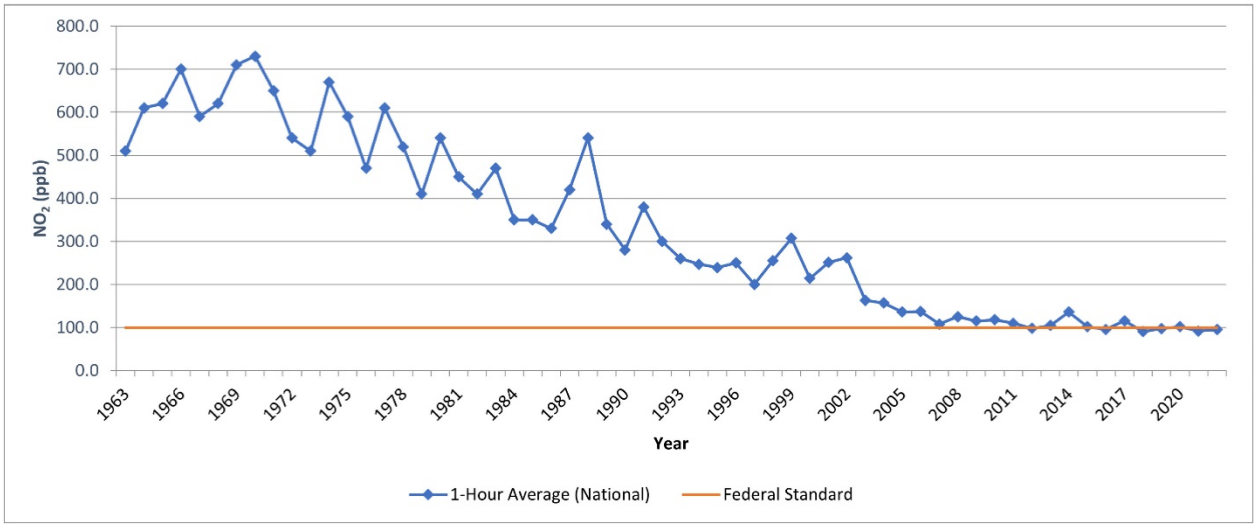
The most recent NO_2 data for the SCAB is shown in Figure 4.3-7, *SCAB 1-Hour Average NO_2 Concentration Trend (Based on Federal Standard)*, and Figure 4.3-8, *SCAB 1-Hour Average NO_2 Concentration Trend (Based on State Standard)*. Over the last 50 years, NO_2 values have decreased significantly; the peak 1-hour national and state averages for 2022 is approximately 81% lower than what it was during 1963. The SCAB attained the State 1-hour NO_2 standard in 1994, bringing the entire state into attainment. A new state annual average standard of 0.030 parts per million (ppm) was adopted by CARB in February 2007. The new standard is just barely exceeded in the SCAQMD. NO_2 is formed from NO_X emissions, which also contribute to O_3. As a result, the majority of the future emission control measures would be implemented as part of the overall O_3 control strategy. Many of these control measures would target mobile sources, which account for more than three-quarters of California's NO_X emissions. These measures are expected to bring the SCAQMD into attainment of the state annual average standard. (Urban Crossroads, 2023a, p. 36)

Figure 4.3-6 SCAB 8-Hour Average Concentration CO Trend



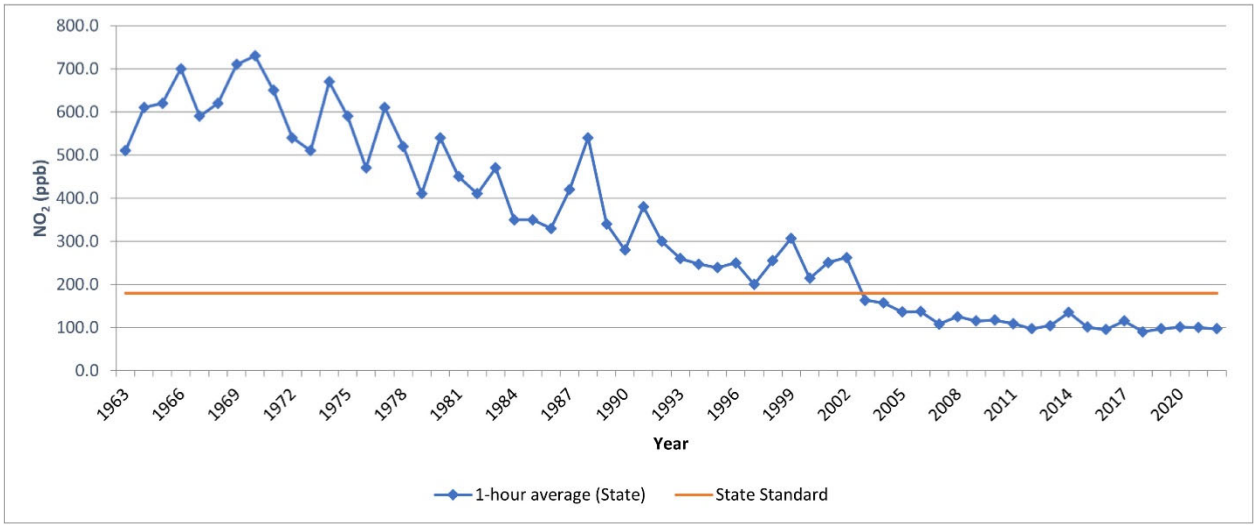
Source: 2020 CARB, iADAM: Top Four Summary: CO 8-Hour Averages (1986-2012)
[1] The most recent year where 8-hour concentration data is available is 2012.
(Urban Crossroads, 2023a, Table 2-10)

Figure 4.3-7 SCAB 1-Hour Average NO_2 Concentration Trend (Based on Federal Standard)



(Urban Crossroads, 2023a, Table 2-11)

Figure 4.3-8 SCAB 1-Hour Average NO_2 Concentration Trend (Based on State Standard)



(Urban Crossroads, 2023a, Table 2-12)

H. Toxic Air Contaminants (TAC) Trends

In 1984, as a result of public concern for exposure to airborne carcinogens, CARB adopted regulations to reduce the amount of Toxic Air Contaminant (TAC) emissions resulting from mobile and area sources, such as cars, trucks, stationary sources, and consumer products. According to the *Ambient and Emission Trends of Toxic Air Contaminants in California* journal article, which was prepared for CARB, results show that between 1990-2012, ambient concentration and emission trends for the seven TACs responsible for most of the known cancer risk associated with airborne exposure in California have declined significantly (between 1990 and 2012). The seven TACs studied include those that are derived from mobile sources: diesel particulate matter (DPM), benzene (C_6H_6), and 1,3-butadiene (C_4H_6); those that are derived from stationary sources: perchloroethylene (C_2Cl_4) and hexavalent chromium (Cr(VI)); and those derived from photochemical reactions of emitted VOCs: formaldehyde (CH_2O) and acetaldehyde (C_2H_4O). The decline in ambient concentration and emission trends of these TACs are a result of various regulations CARB has implemented to address cancer risk. (Urban Crossroads, 2023a, pp. 37-38)

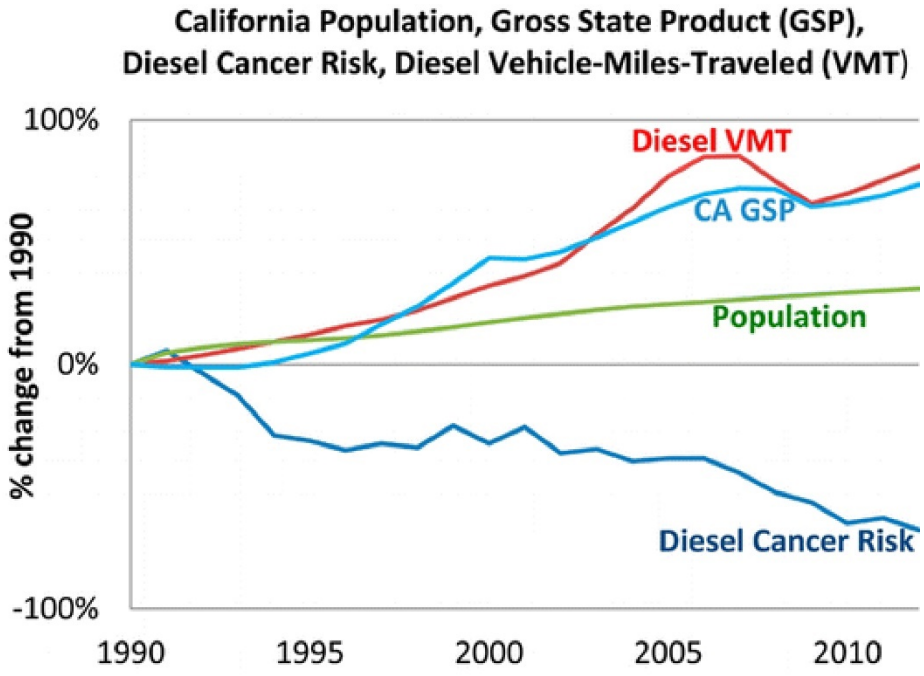
1. Mobile Source TACs

CARB introduced two programs that aimed at reducing mobile emissions for light and medium duty vehicles through vehicle emissions controls and cleaner fuel. In California, light-duty vehicles sold after 1996 are equipped with California's second-generation On-Board Diagnostic (OBD-II) system. The OBD-II system monitors virtually every component that can affect the emission performance of the vehicle to ensure that the vehicle remains as clean as possible over its entire life and assists repair technicians in diagnosing and fixing problems with the computerized engine controls. If a problem is detected, the OBD-II system illuminates a warning lamp on the vehicle instrument panel to alert the driver. This warning lamp typically contains the phrase "Check Engine" or "Service Engine Soon." The system also would store important information about the detected malfunction so that a repair technician can accurately find and fix the problem. CARB has recently developed similar OBD requirements for heavy-duty vehicles over 14,000 pounds (lbs). CARB's phase II

Reformulated Gasoline Regulation (RFG-2), adopted in 1996, also led to a reduction of mobile source emissions. Through such regulations, benzene levels declined 88% from 1990-2012. 1,3-Butadiene concentrations also declined 85% from 1990-2012 as a result of the use of reformulated gasoline and motor vehicle regulations. (Urban Crossroads, 2023a, p. 38)

In 2000, CARB's Diesel Risk Reduction Plan (DRRP) recommended the replacement and retrofit of diesel-fueled engines and the use of ultra-low-sulfur (<15 ppm) diesel fuel. As a result of these measures, DPM concentrations have declined 68% since 2000, even though the State's population increased 31% and the amount of diesel vehicles miles traveled increased 81%, as shown on Figure 4.3-9, *DPM and Diesel Vehicle Miles Trend*. With the implementation of these diesel-related control regulations, CARB expects a DPM decline of 71% for 2000-2020. (Urban Crossroads, 2023a, p. 38)

Figure 4.3-9 DPM and Diesel Vehicle Miles Trend



(Urban Crossroads, 2023a, Exhibit 2-A)

2. Diesel Regulations

CARB and the Ports of Los Angeles and Long Beach (POLA and POLB) have adopted several iterations of regulations for diesel trucks that are aimed at reducing DPM. More specifically, CARB Drayage Truck Regulation, CARB statewide On-road Truck and Bus Regulation, and the Ports of Los Angeles and Long Beach Clean Truck Program (CTP) require accelerated implementation of "clean trucks" into the Statewide truck fleet. In other words, older more polluting trucks would be replaced with newer, cleaner trucks as a function of these regulatory requirements. (Urban Crossroads, 2023a, p. 39)

Moreover, the average statewide DPM emissions for Heavy Duty Trucks (HDT), in terms of grams of DPM generated per mile traveled, would be reduced dramatically due to the aforementioned regulatory requirements.

Diesel emissions identified in this analysis would therefore overstate future DPM emissions since not all the regulatory requirements are reflected in the modeling. (Urban Crossroads, 2023a, p. 39)

3. Cancer Risk Trends

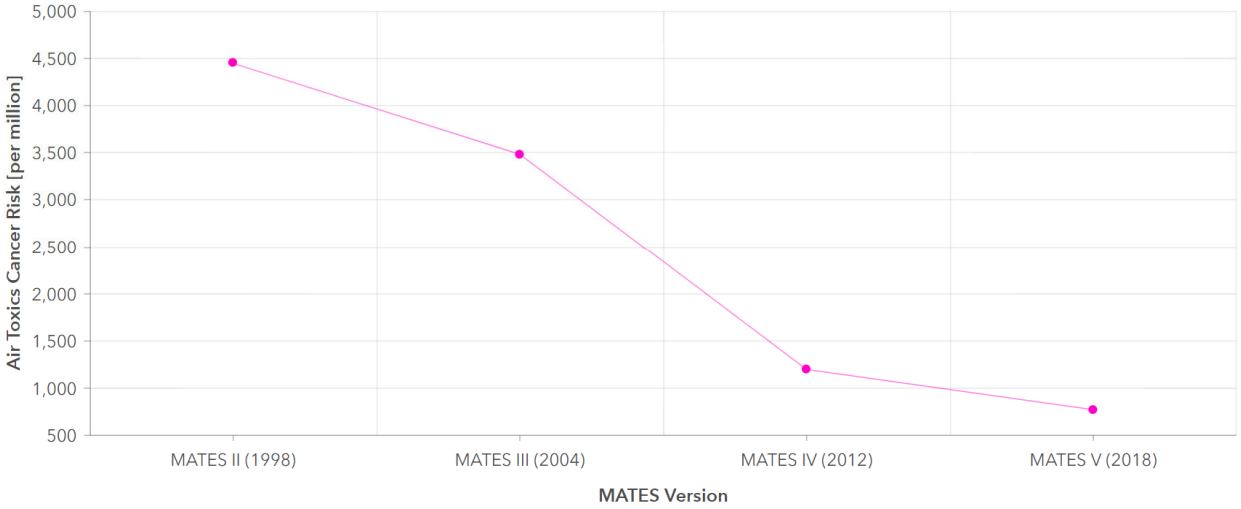
Based on information available from CARB, overall cancer risk throughout the SCAB has had a declining trend since 1990. In 1998, following an exhaustive 10-year scientific assessment process, CARB identified particulate matter from diesel-fueled engines as a toxic air contaminant. The SCAQMD initiated a comprehensive urban toxic air pollution study called the Multiple Air Toxics Exposure Study (MATES). DPM accounts for more than 70% of the cancer risk. (Urban Crossroads, 2023a, p. 39)

In January 2018, as part of the overall effort to reduce air toxics exposure in the SCAB, SCAQMD began conducting the MATES V Program. MATES V field measurements were conducted at ten fixed sites (the same sites selected for MATES III and IV) to assess trends in air toxics levels. MATES V also included measurements of ultrafine particles (UFP) and black carbon (BC) concentrations, which can be compared to the UFP levels measured in MATES IV. The final report for the MATES V study was published August 2021. In addition to new measurements and updated modeling results, several key updates were implemented in MATES V. First, MATES V estimates cancer risks by taking into account multiple exposure pathways, which includes inhalation and non-inhalation pathways. This approach is consistent with how cancer risks are estimated in South Coast AQMD's programs such as permitting, Air Toxics Hot Spots (AB2588), and CEQA. Previous MATES studies quantified the cancer risks based on the inhalation pathway only. Second, along with cancer risk estimates, MATES V includes information on the chronic non-cancer risks from inhalation and non-inhalation pathways for the first time. Cancer risks and chronic non-cancer risks from MATES II through IV measurements have been re-examined using current Office of Environmental Health Hazard Assessment (OEHHA) and CalEPA risk assessment methodologies and modern statistical methods to examine the trends over time. Figure 4.3-10, *MATES V Risk Map*, illustrates the MATES V Risk trends for the nearest available monitoring site to the Project, located in Calimesa. (Urban Crossroads, 2023a, p. 40)

The reductions in cancer and non-cancer risks and heavy truck-related air quality emissions within the SCAB also has been documented in a technical memorandum prepared by Ramboll US Consulting, Inc. (Ramboll). This technical memorandum, which is herein incorporated by reference pursuant to CEQA Guidelines § 15150, is entitled, "Technical Comments in Response to the December 2022 Report Titled *A Region In Crisis: The Rationale For A Public Health State Of Emergency In The Inland Empire"* (herein, "Ramboll Report"), is dated February 13, 2023[1]. As demonstrated by the Ramboll Report, emissions of DPM and NO_X and vehicle miles traveled (VMT) from heavy truck trips have consistently declined within the Inland Empire (IE) and are expected to continue to decline through at least 2040. The Ramboll Report also notes that "[e]xisting regulatory requirements have reduced PM and NO_X emissions from trucks in the IE by 94% and 82% respectively from 2000 to 2023," and further notes that "[a]dditional reductions of PM (7%) and NO_X (27%) emissions are expected to occur from 2023 to 2040 as a result of the recently adopted Low NO_X Heavy-Duty

[1] Available for public review at: https://naiopie.org/wp-content/uploads/2023/03/Ramboll-Comments-on-A-Region-in-Crisis_021323.pdf.

Figure 4.3-10 MATES V Risk Map



(Urban Crossroads, 2023a, Exhibit 2-B)

Omnibus and ACT regulations that are already transitioning the diesel vehicles to cleaner technologies including Zero Emission (ZE) trucks." The Ramboll Report also demonstrates that the DPM emissions from trucks operating in the IE were reduced by 77% from 2016 to 2023, and shows that the DPM emissions from Transport Refrigeration Units (TRUs) operating in the IE also have been reduced by 39% since 2016. This reduction in DPM emission rates has resulted in a corresponding significant reduction in risk as well, despite increasingly conservative regulatory guidance in the preparation of HRAs, particularly OEHHA's adoption of age sensitivity factors in their revised HRA guidance released in 2015. Moreover, the results of Ramboll's study showed an estimated basin-wide air toxics cancer risk of 336 in a million in 2023, representing an approximate 20% reduction as compared to 2018 when the basin average air toxics cancer risk was estimated at 424 in a million, as reported by MATES V. The Ramboll Report concludes that "substantial air quality improvements have occurred and will continue to occur based on existing regulatory requirements and the transition to ZE trucks as they become more commercially available will only further improve an already dramatically improved air quality environment." (Ramboll, 2023, pp. 14, 24, and 26; Urban Crossroads, 2023a, pp. 40-41)

I. Sensitive Receptors

The nearest representative receptors in the Project study area are described below and shown on Figure 4.3-11, *Receptor Locations*. Localized air quality impacts were evaluated at sensitive receptor land uses nearest the Project site. All distances are measured from the Project site boundary to the outdoor living areas (e.g., backyards) or at the building façade, whichever is closer to the Project site. It should be noted that the receptors presented in Figure 4.3-11 do not represent all modeled receptors considered by the Project's HRA. Locations evaluated as part of the Project's HRA are separately depicted on Figure 4.3-14 in subsection 4.3.3.E, which shows that all of the Project's anticipated truck routes were considered as part of the Project's HRA, including sensitive receptors (i.e., residential, school, commercial uses, public facilities, and park uses) located along Calimesa Boulevard between Cherry Hill Boulevard and Myrtlewood Drive; along Singleton Avenue between

Figure 4.3-11 Receptor Locations

(Urban Crossroads, 2023a, Exhibit 3-A)

Sandy Hill Court and Roberts Road; and along Cherry Valley Boulevard/Tukwet Canyon Parkway from approximately 1,400 feet east of the I-10 northbound on/off ramps to the intersection with Palmer Avenue. (Urban Crossroads, 2023a, pp. 68-69)

- Location R1: Location R1 represents the existing residence at 35275 Singleton Road, approximately 344 feet north of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receptor R1 is placed at the building façade.
- Location R2: Location R2 represents the existing residence within the Sharondale Senior Community at 9699 Crestknoll Drive, approximately 92 feet north of the Project site. Although additional receptors were modeled in this community, Location R2 is represented here as the location nearest the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receptor R2 is placed at the building façade.
- Location R3: Location R3 represents the existing residence at 35345 Beckwith Avenue, approximately 108 feet north of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receptor R3 is placed at the building façade.
- Location R4: Location R4 represents the existing residence at 35704 Beckwith Avenue, approximately 337 feet north of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receptor R4 is placed at the building façade.
- Location R5: Location R5, along with Locations R6 and R7, represent the Rancho Calimesa Mobile Home Park at 10320 Calimesa Boulevard, approximately 32 feet southeast of the Project site. R5 is placed in the private outdoor living areas (backyard) facing the Project site. These locations were selected to evaluate potential localized air quality impacts affecting the existing Rancho Calimesa Mobile Home Park. Although additional receptors were placed throughout the community, these locations were selected to represent the nearest residences at various points along Project boundary.
- Location R6: Location R6, along with Locations R5 and R7, represent the Rancho Calimesa Mobile Home Park at 10320 Calimesa Boulevard, approximately 37 feet southeast of the Project site. R6 is placed in the private outdoor living areas (backyard) facing the Project site. These locations were selected to evaluate potential localized air quality impacts affecting the existing Rancho Calimesa Mobile Home Park. Although additional receptors were placed throughout the community, these locations were selected to represent the nearest residences at various points along Project boundary.
- Location R7: Location R7, along with Locations R5 and R6, represent the Rancho Calimesa Mobile Home Park at 10320 Calimesa Boulevard, approximately 33 feet southeast of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receptor R7 is placed at the building façade. These locations were selected to evaluate potential localized air quality impacts affecting the existing Rancho Calimesa Mobile Home Park. Although additional receptors were placed throughout the community, these locations were selected to represent the nearest residences at various points along Project boundary.
- Location R8: Location R8 represents the existing residence at 1035 Marigold Court, approximately 1,330 feet west of the Project site. This location was selected in order to evaluate potential localized

air quality impacts affecting the existing residential community located southwest of Roberts Road. Although additional receptors were modeled throughout this community, Location R8 is represented here as the location nearest the Project site. R8 is placed in the private outdoor living areas (backyard) facing the Project site.

- Location R9: Location R9 represents the potential school receptor at Monty's Montessori Academy located at 9580 Calimesa Boulevard, approximately 1,301 feet northwest of the Project site.
- Location R10: Location R10 represents the potential school receptor at Summerwind Trails School located at 1020 Poinsettia Circle, approximately 1,546 feet south of the Project site.
- Location R11: Location R11 represents the potential worker receptor at Stater Brothers Market, located at 1004 Cherry Valley Boulevard, approximately 2,194 feet south of the Project site. This location was selected in order to evaluate potential localized air quality impacts affecting the existing shopping center.
- Location FUT1: Location FUT1, along with Locations FUT2 and FUT3, represent the potential future residential land use located northeast of the Project site within the Holly Hills Specific Plan Planning Area 9. These locations were selected in order to evaluate potential localized air quality impacts affecting future residential uses within nearby portions of the Holly Hills Specific Plan.
- Location FUT2: Location FUT2, along with Locations FUT1 and FUT3, represent the potential future residential land use located northeast of the Project site within the Holly Hills Specific Plan Planning Area 8. These locations were selected in order to evaluate potential localized air quality impacts affecting future residential uses within nearby portions of the Holly Hills Specific Plan.
- Location FUT3: Location FUT3, along with Locations FUT1 and FUT3, represent the potential future residential land use located northeast of the Project site within the Holly Hills Specific Plan Planning Area 7. These locations were selected in order to evaluate potential localized air quality impacts affecting future residential uses within nearby portions of the Holly Hills Specific Plan.
- Location ON1: Location ON1, along with Locations ON2 and ON3, represent the potential multi-family residential units (or church use) within Planning Area 2. These locations were selected in order to evaluate potential localized air quality impacts affecting the future on-site residential or church uses.
- Location ON2: Location ON2, along with Locations ON1 and ON3, represent the potential multi-family residential units (or church use) within Planning Area 2. These locations were selected in order to evaluate potential localized air quality impacts affecting the future on-site residential or church uses.
- Location ON3: Location ON3, along with Locations ON1 and ON2, represent the potential multi-family residential units (or church use) within Planning Area 2. These locations were selected in order to evaluate potential localized air quality impacts affecting the future on-site residential or church uses.

4.3.2 Applicable Regulatory Requirements

The following is a brief description of the federal, State, and local environmental laws and related regulations governing air quality emissions.

A. Federal Regulations

1. Federal Clean Air Act

The Clean Air Act (CAA; 42 U.S.C. § 7401 et seq.) is the comprehensive federal law that regulates air emissions from stationary and mobile sources. Among other things, this law authorizes Environmental Protection Agency (EPA) to establish National Ambient Air Quality Standards (NAAQS) to protect public health and public welfare and to regulate emissions of hazardous air pollutants, which include ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_x), sulfur dioxide (SO_2), particulate matter (PM_{10}), $PM_{2.5}$, and lead (Pb). (EPA, 2020a)

One of the goals of the CAA was to set and achieve NAAQS in every state by 1975 in order to address the public health and welfare risks posed by certain widespread air pollutants. The setting of these pollutant standards was coupled with directing the states to develop state implementation plans (SIPs), applicable to appropriate industrial sources in the state, in order to achieve these standards. The CAA was amended in 1977 and 1990 primarily to set new goals (dates) for achieving attainment of NAAQS since many areas of the country had failed to meet the deadlines. (EPA, 2020a)

The sections of the federal CAA most directly applicable to the development of the Project site include Title I (Non-Attainment Provisions) and Title II (Mobile Source Provisions). Title I provisions address the urban air pollution problems of O_3 (smog), CO, and PM_{10}. Specifically, it clarifies how areas are designated and re-designated "attainment." It also allows EPA to define the boundaries of "nonattainment" areas: geographical areas whose air quality does not meet Federal air quality standards designed to protect public health. (EPA, 2020b) Mobile source emissions are regulated in accordance with the CAA Title II provisions. These standards are intended to reduce tailpipe emissions of hydrocarbons, CO, and NO_X on a phased-in basis that began in model year 1994. Automobile manufacturers also are required to reduce vehicle emissions resulting from the evaporation of gasoline during refueling. These provisions further require the use of cleaner burning gasoline and other cleaner burning fuels such as methanol and natural gas. (EPA, 2020c)

Section 112 of the Clean Air Act addresses emissions of hazardous air pollutants. Prior to 1990, CAA established a risk-based program under which only a few standards were developed. The 1990 Clean Air Act Amendments revised Section 112 to first require issuance of technology-based standards for major sources and certain area sources. "Major sources" are defined as a stationary source or group of stationary sources that emit or have the potential to emit 10 tons per year or more of a hazardous air pollutant or 25 tons per year or more of a combination of hazardous air pollutants. An "area source" is any stationary source that is not a major source. (EPA, 2020a)

For major sources, Section 112 requires that EPA establish emission standards that require the maximum degree of reduction in emissions of hazardous air pollutants. These emission standards are commonly referred to as "maximum achievable control technology" or "MACT" standards. Eight years after the technology-based MACT standards are issued for a source category, EPA is required to review those standards to determine whether any residual risk exists for that source category and, if necessary, revise the standards to address such risk. (EPA, 2020a)

2. National Emissions Standards for Hazardous Air Pollutants (NESHAPs) Program

National Emission Standards for Hazardous Air Pollutants (NESHAP) are stationary source standards for hazardous air pollutants. Hazardous air pollutants (HAPs) are those pollutants that are known or suspected to cause cancer or other serious health effects, such as reproductive effects or birth defects, or adverse environmental effects. The EPA develops national enforcement initiatives that focus on significant environmental risks and noncompliance patterns. For Fiscal Years 2014 to 2016, the Cutting Hazardous Air Pollutants National Initiatives Strategy focuses on categories of sources that emit HAPs. (EPA, 2020d)

Sources subject to NESHAPs are required to perform an initial performance test to demonstrate compliance. To demonstrate continuous compliance, sources are generally required to monitor control device operating parameters which are established during the initial performance test. Sources may also be required to install and operate continuous emission monitors to demonstrate compliance. Consistent with EPA's Clean Air Act Stationary Source Compliance Monitoring Strategy, NESHAP sources that meet the Clean Air Act definition of "major source" generally receive a full compliance evaluation by the state or regional office at least once every two years. (EPA, 2020d)

B. State Regulations

1. California Clean Air Act (CCAA)

The California Clean Air Act (CCAA) establishes numerous requirements for district plans to attain state ambient air quality standards for criteria air contaminants. The CCAA mandates achievement of the maximum degree of emissions reductions possible from vehicular and other mobile sources in order to attain the State's ambient air quality standards, the California Ambient Air Quality Standards (CAAQS), by the earliest practical date. The California Air Resources Board (CARB) established the CAAQS for all pollutants for which the federal government has NAAQS and, in addition, established standards for sulfates, visibility, hydrogen sulfide, and vinyl chloride. Generally, the CAAQS are more stringent than the NAAQS. For districts with serious air pollution, its attainment plan should include the following: no net increase in emissions from new and modified stationary sources; and best available retrofit technology for existing sources. (SCAQMD, n.d.)

2. Air Toxic "Hot Spots" Information and Assessment Act

The Air Toxic "Hot Spots" Information and Assessment Act of 1987, commonly known as AB 2588, (Health & Safety Code §§ 44300, et seq.) requires facilities emitting specified quantities of pollutants to conduct risk assessments describing the health impacts to neighboring communities created by their emissions of numerous specified hazardous compounds. If the district determines the health impact to be significant, neighbors must be notified. In addition, state law requires the facility to develop and implement a plan to reduce the health impacts to below significance, generally within five years. Additional control requirements for hazardous emissions from specific industries are established by the state and enforced by districts. (SCAQMD, n.d.)

3. Air Quality Management Planning

The California Air Resources Board (CARB) and local air districts throughout the State are responsible for developing clean air plans to demonstrate how and when California will attain air quality standards established

under both the CAA and CCAA. For the areas within California that have not attained air quality standards, CARB works with local air districts to develop and implement State and local attainment plans. In general, attainment plans contain a discussion of ambient air quality data and trends; a baseline emissions inventory; future year projections of emissions, which account for growth projections and already adopted control measures; a comprehensive control strategy of additional measures needed to reach attainment; an attainment demonstration, which generally involves complex modeling; and contingency measures. Plans may also include interim milestones for progress toward attainment. Air quality planning activities undertaken by CARB also include the development of policies, guidance, and regulations related to State and federal ambient air quality standards; coordination with local agencies on transportation plans and strategies; and providing assistance to local districts and transportation agencies. (CARB, 2012)

4. Title 24 Energy Efficiency Standards and California Green Building Standards

The California Energy Commission (CEC) first adopted Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6) in 1978 in response to a legislative mandate to reduce energy consumption in the state. Although not originally intended to reduce GHG emissions, increased energy efficiency, and reduced consumption of electricity, natural gas, and other fuels would result in fewer GHG emissions from residential and nonresidential buildings subject to the standard. The standards are updated periodically to allow for the consideration and inclusion of new energy efficiency technologies and methods. The 2022 version of Title 24 was adopted by the CEC and will become effective on January 1, 2023. The 2022 Building Energy Efficiency Standards focuses on four key areas in newly constructed homes and businesses: (1) encouraging electric heat pump technology for space and water heating, which consumes less energy and produces fewer emissions than gas-powered units; (2) establishing electric-ready requirements for single-family homes to position owners to use cleaner electric heating, cooking and electric vehicle (EV) charging options whenever they choose to adopt those technologies; (3) expanding solar photovoltaic (PV) system and battery storage standards to make clean energy available onsite and complement the State's progress toward a 100 percent clean electricity grid; and strengthening ventilation standards to improve indoor air quality. The 2019 Building Energy Efficiency Standards already were seven (7) percent more efficient than the previous (2016) Building Energy Efficiency Standards for residential construction and 30 percent more efficient than the previous Standards for non-residential construction. The 2016 Building Energy Efficiency Standards also already were 28 percent more efficient for residential construction and five (5) percent more efficient for nonresidential construction than the 2013 Building Energy Efficiency Standards they replaced. (CEC, n.d.)

Part 11 of Title 24 is referred to as the California Green Building Standards Code (CALGreen Code). The purpose of the CALGreen Code is to "improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in the following categories: (1) Planning and design; (2) Energy efficiency; (3) Water efficiency and conservation; (4) Material conservation and resource efficiency; and (5) Environmental air quality." The CALGreen Code is not intended to substitute or be identified as meeting the certification requirements of any green building program that is not established and adopted by the California Building Standards Commission (CBSC). Unless otherwise noted in the regulation, all newly constructed buildings in California are subject of the requirements of the CALGreen Code.

As previously stated, the Title 24 Building Energy Efficient Standards and CALGreen Code are updated on a regular basis, with the most recent approved updates consisting of the 2022 Building Energy Efficiency Standards and 2022 CALGreen Code, which will become effective on January 1, 2023. Non-residential mandatory measures included in the 2022 CALGreen Code include:

- Short-term bicycle parking. If the new project or an additional alteration is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for 5% of new visitor motorized vehicle parking spaces being added, with a minimum of one two-bike capacity rack (5.106.4.1.1).

- Long-term bicycle parking. For new buildings with tenant spaces that have 10 or more tenant-occupants, provide secure bicycle parking for 5% of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility (5.106.4.1.2).

- Designated parking for clean air vehicles. In new projects or additions to alterations that add 10 or more vehicular parking spaces, provide designated parking for any combination of low-emitting, fuel-efficient and carpool/van pool vehicles as shown in Table 5.106.5.2 (5.106.5.2).

- EV charging stations. New construction shall facilitate the future installation of EV supply equipment. The compliance requires empty raceways for future conduit and documentation that the electrical system has adequate capacity for the future load. The number of spaces to be provided for is contained in Table 5.106. 5.3.3 (5.106.5.3). Additionally, Table 5.106.5.4.1 specifies requirements for the installation of raceway conduit and panel power requirements for medium- and heavy-duty electric vehicle supply equipment for warehouses, grocery stores, and retail stores.

- Outdoor light pollution reduction. Outdoor lighting systems shall be designed to meet the backlight, uplight and glare ratings per Table 5.106.8 (5.106.8).

- Construction waste management. Recycle and/or salvage for reuse a minimum of 65% of the nonhazardous construction and demolition waste in accordance with Section 5.408.1.1. 5.405.1.2, or 5.408.1.3; or meet a local construction and demolition waste management ordinance, whichever is more stringent (5.408.1).

- Excavated soil and land clearing debris. 100% of trees, stumps, rocks and associated vegetation and soils resulting primarily from land clearing shall be reuse or recycled. For a phased project, such material may be stockpiled on site until the storage site is developed (5.408.3).

- Recycling by Occupants. Provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals or meet a lawfully enacted local recycling ordinance, if more restrictive (5.410.1).

- Water conserving plumbing fixtures and fittings. Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) shall comply with the following:

  - Water Closets. The effective flush volume of all water closets shall not exceed 1.28 gallons per flush (5.303.3.1)

  - Urinals. The effective flush volume of wall-mounted urinals shall not exceed

  - 0.125 gallons per flush (5.303.3.2.1). The effective flush volume of floor- mounted or other urinals shall not exceed 0.5 gallons per flush (5.303.3.2.2).

  - Showerheads. Single showerheads shall have a minimum flow rate of not more than 1.8 gallons per minute and 80 psi (5.303.3.3.1). When a shower is served by more than one showerhead, the combine flow rate of all showerheads and/or other shower outlets controlled by a single valve shall not exceed 1.8 gallons per minute at 80 psi (5.303.3.3.2).

  - Faucets and fountains. Nonresidential lavatory faucets shall have a maximum flow rate of not more than 0.5 gallons per minute at 60 psi (5.303.3.4.1). Kitchen faucets shall have a maximum flow rate of not more than 1.8 gallons per minute of 60 psi (5.303.3.4.2). Wash fountains shall have a maximum flow rate of not more than 1.8 gallons per minute (5.303.3.4.3). Metering faucets shall not deliver more than 0.20 gallons per cycle (5.303.3.4.4). Metering faucets for wash fountains shall have a maximum flow rate not more than 0.20 gallons per cycle (5.303.3.4.5).

- Outdoor potable water uses in landscaped areas. Nonresidential developments shall comply with a local water efficient landscape ordinance or the current California Department of Water Resources' Model Water Efficient Landscape Ordinance (MWELO), whichever is more stringent (5.304.1).

- Water meters. Separate submeters or metering devices shall be installed for new buildings or additions in excess of 50,000 sf or for excess consumption where any tenant within a new building or within an addition that is project to consume more than 1,000 gallons per day (GPD) (5.303.1.1 and 5.303.1.2).
- Outdoor water uses in rehabilitated landscape projects equal or greater than 2,500 sf. Rehabilitated landscape projects with an aggregate landscape area equal to or greater than 2,500 sf requiring a building or landscape permit (5.304.3).

- Commissioning. For new buildings 10,000 sf and over, building commissioning shall be included in the design and construction processes of the building project to verify that the building systems and components meet the owner's or owner representative's project requirements (5.410.2).

5. California Air Resources Board Rules

The CARB enforces rules related to air pollutant emissions in the State of California. Rules with applicability to the Project include, but are not limited to, those listed below.

- CARB Rule 2480 (13 CCR 2480): Airborne Toxics Control Measure to Limit School Bus Idling and Idling at Schools, which limits nonessential idling for commercial trucks and school buses within 100 feet of a school.
- CARB Rule 2485 (13 CCR 2485): Airborne Toxic Control Measure to Limit Diesel-Fuel Commercial Vehicle Idling, which limits nonessential idling to five minutes or less for commercial trucks.
- CARB Rule 2449 (13 CCR 2449): In-Use Off-Road Diesel Idling Restricts, which limits nonessential idling to five minutes or less for diesel-powered off-road equipment.

6. South Coast Air Quality Management District Rules

The South Coast Air Quality Management District (SCAQMD) enforces rules related to air pollutant emissions in the SCAB. Rules with applicability to the Project include, but are not limited to, those listed below.

- SCAQMD Rule 201: Permit to Construct
- SCAQMD Rule 402: Nuisance Odors
- SCAQMD Rule 403: Fugitive Dust
- SCAQMD Rule 431.2: Low Sulfur Fuel
- SCAQMD Rule 1113: Table of Standards
- SCAQMD Rule 1186: PM_{10} Emissions from Paved and Unpaved Roads, and Livestock Operations
- SCAQMD Rule 1403: Asbestos Emissions from Demolition/Renovation Activities

7. Truck & Bus Regulation

Under the Truck and Bus Regulation, adopted by CARB in 2008, all diesel truck fleets operating in California are required to adhere to an aggressive schedule for upgrading and replacing heavy-duty truck engines. Older, more polluting trucks are required to be replaced first, while trucks that already have relatively clean engines are not required to be replaced until later. Pursuant to the Truck and Bus Regulation, all pre-1994 heavy trucks (trucks with a gross vehicle weight rating greater than 26,000 pounds) were removed from service on California roads by 2015. Between 2015 and 2020, pre-2000 heavy trucks were equipped with PM filters and upgraded or replaced with an engine that meets 2010 emissions standards. The upgrades/replacements occurred on a rolling basis based on model year. By 2023, all heavy trucks operating on California roads must have engines that meet 2010 emissions standards. Lighter trucks (those with a gross vehicle weight rating of 14,001 to 26,000 pounds) adhered to a similar schedule, and were all replaced by 2020. (CARB, n.d.)

8. Advanced Clean Truck Regulation

In June, 2020, CARB adopted a new Rule requiring truck manufacturers to transition from diesel trucks and vans to electric zero-emission trucks beginning in 2024. By 2045, every new truck sold in California will be required to be zero-emission. Manufacturers who certify Class 2b-8 chassis or complete vehicles with combustion engines would be required to sell zero-emission trucks as an increasing percentage of their annual California sales from 2024 to 2035. By 2035, zero-emission truck/chassis sales would need to be 55% of Class 2b – 3 truck sales, 75% of Class 4 – 8 straight truck sales, and 40% of truck tractor sales. CARB reports that as of 2020, most commercially-available models of zero-emission vans, trucks and buses operate less than 100

miles per day. Commercial availability of electric-powered long-haul trucks is very limited. However, as technology advances over the next 20 years, zero-emission trucks will become suitable for more applications, and several truck manufacturers have announced plans to introduce market ready zero-emission trucks in the future. (CARB, 2020)

9. Senate Bill 535 – Disadvantaged Communities

Senate Bill 535 ("SB 535"; De León, Chapter 830, 2012) recognizes the potential vulnerability of low-income and disadvantaged communities to poor air quality. Disadvantaged communities in California are specifically targeted for investment of proceeds from the State's cap-and-trade program. These investments are aimed at improving public health, quality of life, and economic opportunity in California's most burdened communities while at the same time reducing pollution that causes climate change. Authorized by the California Global Warming Solutions Act of 2006 (AB 32), the State's cap-and-trade program is one of several strategies that California uses to reduce greenhouse gas emissions that cause climate change. The funds must be used for programs that further reduce emissions of greenhouse gases. SB 535 requires that 25 percent of the proceeds from the Greenhouse Gas Reduction Fund go to projects that provide a benefit to disadvantaged communities. The California Environmental Protection Agency (CalEPA) is charged with the duty to identify disadvantaged communities. CalEPA bases its identification of these communities on geographic, socioeconomic, public health, and environmental hazard criteria (Health and Safety Code, section 39711, subsection (a)). In this capacity, CalEPA currently defines a disadvantaged community, from an environmental hazard and socioeconomic standpoint, as a community that scores within the top 25 percent of the census tracts, as analyzed by the California Communities Environmental Health Screening Tool Version 3.0 (CalEnviroScreen). (OEHHA, 2017)

10. Senate Bill 1000 – Environmental Justice in Local Land Use Planning

In an effort to address the inequitable distribution of pollution and associated health effects in low-income communities and communities of color, the Legislature passed and Governor Brown signed Senate Bill 1000 (SB 1000) in 2016, requiring local governments to identify environmental justice communities (called "disadvantaged communities") in their jurisdictions and address environmental justice in their general plans. This new law has several purposes, including to facilitate transparency and public engagement in local governments' planning and decision-making processes, reduce harmful pollutants and the associated health risks in environmental justice communities, and promote equitable access to health-inducing benefits, such as healthy food options, housing, public facilities, and recreation. SB 1000 requires environmental justice elements to identify objectives and policies to reduce unique or compounded health risks in disadvantaged communities. Generally, environmental justice elements will include policies to reduce the community's exposure to pollution through air quality improvement. SB 1000 affirms the need to integrate environmental justice principles into the planning process to prioritize improvements and programs that address the needs of disadvantaged communities. (OAG, n.d.)

11. Assembly Bill 617

Assembly Bill 617 (AB 617) was enacted into law in 2017, and relates to criteria air pollutants and toxic air contaminants from sources other than vehicles. In response to AB 617, the California Air Resources Board

(CARB) established the Community Air Protection Program (CAPP or Program). The Program's focus is to reduce exposure in communities most impacted by air pollution. Communities around the State are working together to develop and implement new strategies to measure air pollution and reduce health impacts. This first-of-its-kind statewide effort includes community air monitoring and community emissions reduction programs. In addition, the Legislature appropriated funding to support early actions to address localized air pollution through targeted incentive funding to deploy cleaner technologies in these communities, as well as grants to support community participation in the AB 617 process. AB 617 also includes new requirements for accelerated retrofit of pollution controls on industrial sources, increased penalty fees, and greater transparency and availability of air quality and emissions data, which will help advance air pollution control efforts throughout the State. This new effort provides an opportunity to continue to enhance air quality planning efforts and better integrate community, regional, and State level programs to provide clean air. (CARB, n.d.)

12. Senate Bill 1137 (SB 1137)

SB 1137 is intended to protect the public health of California's communities by creating a minimum health and safety distance of 3,200-feet between sensitive receptors, such as a residence, school, childcare facility, playground, hospital, or nursing home and an oil and gas production well. Specifically, the bill prohibits the California Geological Energy Management Division (CalGEM) from approving the drilling, re-drilling, or significant alteration of any oil and gas well within this "health protection zone." SB 1137 also requires oil and gas facility operators in these protection zones to implement strict pollution controls, and to develop response plans to protect the health of Californians currently living within 3,200 feet of an existing oil well. SB 1137 also requires operators of wells/facilities to provide an individual indemnity bond sufficient to pay the full cost of properly plugging and abandoning the well and decommissioning the facility in order to prevent operators from failing to properly decommission. (CA Legislative Info, n.d.)

C. Local Regulations

1. City of Calimesa General Plan Air Quality Element

The City of Calimesa General Plan Air Quality Element identifies goals, policies, and programs that focuses on strategies to improve local air quality and contribute to the attainment of regional, State, and federal air quality standards. The Air Quality Element addresses ambient air quality standards set forth by the EPA and CARB. The Air Quality Element contains policies designed to establish a regional basis for improving air quality. The following relevant and applicable policies from City of Calimesa General Plan Air Quality Element have been identified for the Project:

Policy AQ-1: Seek to attain or exceed the more stringent of federal or state ambient air quality standards for each regulated air pollutant.

Policy AQ-2: Require appropriate and feasible transit amenities in high-density and mixed-use developments.

Policy AQ-3: Promote pedestrian and bicycle circulation in both existing and planned commercial and residential areas.

Policy AQ-4: Adopt and implement a multi-use trail system that connects commercial, residential, and open space areas.

Policy AQ-5: Promote and support mixed-use land patterns that integrate retail, office, institutional, and residential uses.

Policy AQ-6: Develop neighborhood parks in high-density residential districts to encourage pedestrian travel to recreation facilities.

Policy AQ-7: Encourage centrally located parking in commercial areas to allow shoppers to walk to a number of destinations.

Policy AQ-8: Require use of energy- and fuel-efficient equipment and low-emission materials in City facilities and infrastructure.

Policy AQ-9: Encourage energy conservation and solar design features to be incorporated in all new development projects.

Policy AQ-10: Support recycling programs to reduce emissions associated with manufacturing and waste disposal.

Policy AQ-11: Require use of drought-resistant vegetation in City landscaping projects.

Policy AQ-12: Encourage use of drought-resistant vegetation in new development projects.

Policy AQ-13: Reduce the effects of air pollution and the urban heat island effect with increased tree planting in public and private spaces.

Policy AQ-14: Encourage use of energy-efficient street cleaning equipment and landscaping practices.

Policy AQ-15: Separate sensitive uses such as residences, schools, parks, and day-care facilities from sources of air pollution and toxic chemicals.

Policy AQ-16: Reduce fugitive dust emissions from construction activities.

Policy AQ-17: Provide public information describing air quality standards, health effects, and efforts that residents and businesses can make to improve regional air quality.

4.3.3 Basis for Determining Significance

A. Thresholds of Significance

Section III of Appendix G to the CEQA Guidelines addresses typical adverse effects to air quality, and includes the following threshold questions to evaluate a project's impacts due to air quality emissions (OPR, 2018):

a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

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

c. Would the project expose sensitive receptors to substantial pollutant concentrations?

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

B. Regional Thresholds

The SCAQMD has developed regional significance thresholds for other regulated pollutants, as summarized in Table 4.3-4, *Maximum Daily Regional Emissions Thresholds*. The SCAQMD's CEQA Air Quality Significance Thresholds (April 2019) indicate that any projects in the SCAB with daily emissions that exceed any of the indicated thresholds should be considered as having an individually and cumulatively-considerable significant air quality impact. (Urban Crossroads, 2023a, p. 43)

Table 4.3-4 Maximum Daily Regional Emissions Thresholds

Pollutant	Regional Construction Threshold	Regional Operational Thresholds
NO_X	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM_{10}	150 lbs/day	150 lbs/day
$PM_{2.5}$	55 lbs/day	55 lbs/day
SO_X	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Pb	3 lbs/day	3 lbs/day

lbs/day = Pounds Per Day
(Urban Crossroads, 2023a, Table 3-1)

C. Localized Thresholds

1. Localized Thresholds for Construction Activity

In order to estimate localized pollutant concentrations resulting from Project construction, the SCAQMD-approved American Meteorological Society/EPA Regulatory Model (AERMOD) dispersion model was utilized, as discussed in further detail in Subsection 3.6 of the Project's AQIA (*Technical Appendix C*). The purpose of performing a localized significance is to assess the potential for the Project to create site-adjacent health impacts. The results of the dispersion modeling were then compared to the SCAQMD's LSTs, which are presented below in Table 4.3-5, *SCAQMD Localized Significance Thresholds*. (Urban Crossroads, 2023a, pp. 67-68)

2. Localized Thresholds for CO Emissions

Based on the SCAQMD's CEQA Air Quality Handbook (1993), a project's localized CO emissions impacts would be significant if they exceed the following California standards for localized CO concentrations (Urban Crossroads, 2023a, pp. 73-75):

Table 4.3-5 SCAQMD Localized Significance Thresholds

Pollutant	Localized Significance Thresholds	
	Site Preparation/Grading	Long-Term Operation
CO (1 Hour)	20 ppm	20 ppm
CO (8 Hour)	9 ppm	9 ppm
NO_2 (1 Hour)	0.18 ppm	0.18 ppm
PM_{10} (24 Hours)	10.4 µg/m^3	2.5 µg/m^3
$PM_{2.5}$ (24 Hours)	10.4 µg/m^3	2.5 µg/m^3

(Urban Crossroads, 2023a, Tables 3-17 through 3-20)

- 1-hour CO standard of 20.0 ppm
- 8-hour CO standard of 9.0 ppm

D. Toxic Air Contaminant Thresholds

The SCAQMD regulates levels of air toxics through a permitting process that covers both construction and operation. The SCAQMD has adopted Rule 1401 for both new and modified sources that use materials classified as air toxics. The SCAQMD CEQA Guidelines for permit processing consider the following types of projects significant: (Urban Crossroads, 2023b, p. 1)

- Any project involving the emission of a carcinogenic or toxic air contaminant identified in SCAQMD Rule 1401 that exceeds the maximum individual cancer risk of 10 in one million if the project is constructed with best available control strategy for toxics (T-BACT) using the procedures in SCAQMD Rule 1401.

- Any project that could accidentally release an acutely hazardous material or routinely release a toxic air contaminant posing an acute health hazard above an acute or chronic hazard index of 1.0.

E. Methodology

1. Land Use Scenarios

At the time of preparation of this EIR, the tenants of the proposed business park buildings were not known. As such, the Project's AQIA and HRA Analysis (EIR *Technical Appendices B1 and B2*) evaluates several different scenarios. Scenario 1 considers buildout of proposed OVNSP Planning Area 1 with a mixture of high-cube warehouse uses (982,232 s.f.) in all four buildings and the two proposed truck/trailer storage lots, and assumes that OVNSP Planning Area 2 would be developed with 223 multi-family dwelling units. Scenario 2 considers buildout of proposed OVNSP Planning Area 1 with a mixture of high-cube parcel hub warehouse uses (982,232 s.f.) in all four buildings and the two trailer storage lots, and assumes that Planning Area 2 would be developed with 223 multi-family dwelling units. Scenario 3 assumes that Planning Area 1 is developed with a mixture of high-cube warehouse uses (982,232 s.f.) and the two trailer storage lots, and assumes that Planning Area 2 would be developed with the 1,200-seat church use.

2. California Emissions Estimator Model (CalEEMod)

Land uses such as the Project affect air quality through construction-source and operational-source emissions. In May 2022 the CAPCOA in conjunction with other California air districts, including SCAQMD, released the latest version of CalEEMod version 2022.1. The purpose of this model is to calculate construction-source and operational-source criteria pollutant (VOCs, NO_X, SO_X, CO, PM_{10}, and $PM_{2.5}$) and GHG emissions from direct and indirect sources; and quantify applicable air quality and GHG reductions achieved from mitigation measures. Accordingly, the latest version of CalEEMod has been used to determine construction and operational air quality emissions. Output from the model runs for both construction and operational activity are provided in Appendices 3.1 through 3.3 to the Project's AQIA (*Technical Appendix C*). (Urban Crossroads, 2023a, p. 44)

3. Emission Factors Model (EMFAC)

Vehicle DPM emissions were calculated using emission factors for particulate matter less than 10µm in diameter (PM_{10}) generated with the 2021 version of the EMission FACtor model (EMFAC) developed by the CARB. EMFAC 2021 is a mathematical model that CARB developed to calculate emission rates from motor vehicles that operate on highways, freeways, and local roads in California and is commonly used by the CARB to project changes in future emissions from on-road mobile sources. The most recent version of this model, EMFAC 2021, incorporates regional motor vehicle data, information and estimates regarding the distribution of vehicle miles traveled (VMT) by speed, and number of starts per day. (Urban Crossroads, 2023b, p. 15)

4. Construction Emissions

Construction activities associated with the Project would result in emissions of VOCs, NO_X, SO_X, CO, PM_{10}, and $PM_{2.5}$. Construction related emissions are expected from the following construction activities (Urban Crossroads, 2023a, p. 44):

- Site Development:
  - Demolition
  - Site Preparation
  - Grading

- Vertical Construction (OVNSP Planning Area [PA] 1)
  - Building Construction
  - Paving
  - Architectural Coating

- Vertical Construction (OVNSP PA 2)
  - Building Construction
  - Paving
  - Architectural Coating

Grading Activities

Dust is typically a major concern during grading activities. Because such emissions are not amenable to collection and discharge through a controlled source, they are called "fugitive emissions." Fugitive dust emissions rates vary as a function of many parameters (soil silt, soil moisture, wind speed, area disturbed, number of vehicles, depth of disturbance or excavation, etc.). CalEEMod was utilized to calculate fugitive dust emissions resulting from this phase of activity. Based on information provided by the Project Applicant, the Project would require approximately 921,200 cubic yards (cy) of cut and will require approximately 726,200 cy of fill for a total of 195,000 cy of export. (Urban Crossroads, 2023a, pp. 44-45)

Off-Site Utility and Infrastructure Improvements

To support Project development, there may be paving for off-site improvements associated with roadway construction and utility installation for the Project. It is expected that the off-site construction activities would not take place at one location for the entire duration of construction. Impacts associated with these activities are not expected to exceed the emissions identified for Project-related construction activities since the off-site construction areas would have physical constraints on the amount of daily activity that could occur. The physical constraints would limit the amount of construction equipment that could be used, and any off-site and utility infrastructure construction would not use equipment totals that would exceed the equipment totals described below. As such, construction-related impacts associated with off-site utility and infrastructure improvements would not result in any impacts beyond what is identified herein for the Project's construction phase. (Urban Crossroads, 2023a, p. 45)

Construction Duration

For purposes of analysis, and as previously described in EIR subsection 3.4.2 (Construction Duration), construction of Project is expected to commence in September 2024 and would end in February 2028. The construction schedule utilized in the analysis, previously shown in EIR Table 3-3, represents a "worst-case" analysis scenario should construction occur any time after the respective dates since emission factors for construction decrease as time passes and the analysis year increases due to emission regulations becoming more stringent. The duration of construction activity and associated equipment represents a reasonable approximation of the expected construction fleet. (Urban Crossroads, 2023a, p. 45)

Construction Equipment

Consistent with industry standards and typical construction practices, each piece of equipment listed in Table 4.3-6, *Construction Equipment Assumptions*, would operate up to a total of eight (8) hours per day, or more than two-thirds of the period during which construction activities are allowed. (Urban Crossroads, 2023a, p. 46)

Table 4.3-6 Construction Equipment Assumptions

Construction Activity	CalEEMod Construction Activity	Equipment[1]	Quantity	Hours Per Day
Land Use Scenarios 1 and 2				
Site Development	Demolition	Concrete/Industrial Saws	1	8
		Rubber Tired Dozers	1	8
		Tractors/Loaders/Backhoes	2	8
	Site Preparation	Graders	1	8
		Crawler Tractors	1	8
	Grading	Scrapers	8	8
		Rubber Tired Dozers	1	8
		Tractors/Loaders/Backhoes	1	8
Vertical Construction (PA 1)	Building Construction	Forklifts	3	8
		Generator Sets	1	8
		Cranes	1	8
		Welders	1	8
		Crawler Tractors	3	8
	Paving	Pavers	2	8
		Paving Equipment	2	8
		Rollers	2	8
	Architectural Coating	Air Compressors	1	8
Vertical Construction (PA 2)	Building Construction	Cranes	1	8
		Forklifts	3	8
		Generator Sets	1	8
		Welders	1	8
		Crawler Tractors	3	8
	Paving	Pavers	2	8
		Paving Equipment	2	8
		Rollers	2	8
	Architectural Coating	Air Compressors	1	8
Land Use Scenario 3				
Site Development	Demolition	Concrete/Industrial Saws	1	8
		Rubber Tired Dozers	1	8

Table 4.3-6 Construction Equipment Assumptions

Construction Activity	CalEEMod Construction Activity	Equipment[1]	Quantity	Hours Per Day
		Tractors/Loaders/Backhoes	2	8
	Site Preparation	Graders	1	8
		Crawler Tractors	1	8
	Grading	Scrapers	8	8
		Rubber Tired Dozers	1	8
		Tractors/Loaders/Backhoes	1	8
Vertical Construction (PA 1)	Building Construction	Forklifts	5	8
		Generator Sets	2	8
		Cranes	2	8
		Welders	2	8
		Crawler Tractors	5	8
	Paving	Pavers	3	8
		Paving Equipment	3	8
		Rollers	3	8
	Architectural Coating	Air Compressors	2	8
Vertical Construction (PA 2)	Building Construction	Cranes	1	8
		Forklifts	3	8
		Generator Sets	1	8
		Welders	1	8
		Crawler Tractors	3	8
	Paving	Pavers	2	8
		Paving Equipment	2	8
		Rollers	2	8
	Architectural Coating	Air Compressors	1	8

(Urban Crossroads, 2023a, Table 3-3)

5. Operational Emissions

Operational activities associated with the Project would result in emissions of VOCs, NO_X, SO_X, CO, PM_{10}, and $PM_{2.5}$. Operational emissions are expected from the following primary sources: (Urban Crossroads, 2023a, p. 51)

- Area Source Emissions
- Energy Source Emissions
- Mobile Source Emissions
- On-Site Cargo Handling Equipment Emissions

❑ Area Source Emissions

Architectural Coatings

Over a period of time the buildings that are part of the Project would require maintenance and would therefore produce emissions resulting from the evaporation of solvents contained in paints, varnishes, primers, and other surface coatings. The emissions associated with architectural coatings were calculated using CalEEMod. (Urban Crossroads, 2023a, p. 51)

Consumer Products

Consumer products include, but are not limited to detergents, cleaning compounds, polishes, personal care products, and lawn and garden products. Many of these products contain organic compounds which when released in the atmosphere can react to form ozone and other photochemically reactive pollutants. The emissions associated with use of consumer products were calculated based on defaults provided within CalEEMod. (Urban Crossroads, 2023a, p. 51)

Landscape Maintenance Equipment

Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shedders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping of the Project. It should be noted that as October 9, 2021, Governor Gavin Newsom signed AB 1346. The bill aims to ban the sale of new gasoline-powered equipment under 25 gross horsepower (known as small off-road engines [SOREs]) by 2024. For purposes of analysis, the emissions associated with landscape maintenance equipment were calculated based on assumptions provided in CalEEMod. (Urban Crossroads, 2023a, p. 52)

❑ Energy Source Emissions

Combustion Emissions Associated with Electricity

Criteria pollutant emissions are emitted through the generation of electricity. However, because electrical generating facilities for the Project area are located either outside the region (state) or offset through the use of pollution credits (RECLAIM) for generation within the SCAB, criteria pollutant emissions from offsite generation of electricity are excluded from the evaluation of significance. (Urban Crossroads, 2023a, p. 52)

❑ Mobile Source Emissions

The Project-related operational air quality emissions derive primarily from vehicle trips generated by the Project, including employee trips to and from the site and truck trips associated with the proposed uses. Trip

characteristics available from the Project's Traffic Analysis (EIR *Technical Appendix P*) were utilized in the analysis. (Urban Crossroads, 2023a, p. 52)

Approach for Analysis of the Project

In order to determine emissions from passenger car vehicles from business park uses, multifamily housing, and church uses, passenger car trip lengths were based on the Project's Vehicle Miles Traveled (VMT) Analysis (EIR *Technical Appendix O1*). For the proposed business park uses, it is important to note that although the Project's TA does not breakdown passenger cars by type, this analysis assumes that passenger cars include Light-Duty-Auto vehicles (LDA), Light-Duty-Trucks (LDT1[2] & LDT2[3]), Medium-Duty-Vehicles (MDV), and Motorcycles (MCY) vehicle types. In order to account for emissions generated by passenger cars, the fleet mix in Table 4.3-7, *Passenger Car Fleet Mix*, was utilized for the business park uses. The CalEEMod default fleet mix was used for the commercial uses. (Urban Crossroads, 2023a, p. 52)

Table 4.3-7 Passenger Car Fleet Mix

Operational Year	Land Use	% Vehicle Type				
		LDA	LDT1	LDT2	MDV	MCY
2025	All Scenarios					
	High-Cube Warehouse	53.97%	4.25%	21.88%	17.36%	2.55%
	Truck/Trailer Parking					
	High-Cube Parcel Hub Warehouse					
2028	All Scenarios					
	High-Cube Warehouse	53.71%	3.92%	23.01%	16.92%	2.44%
	Truck/Trailer Parking					
	High-Cube Parcel Hub Warehouse					

Note: The Project-specific passenger car fleet mix used in this analysis is based on a proportional split utilizing the default CalEEMod percentages assigned to LDA, LDT1, LDT2, and MDV vehicle types.
(Urban Crossroads, 2023a, Table 3-9)

To determine emissions from trucks for the proposed business park uses, the analysis incorporated the SCAQMD recommended truck trip length of 15.3 miles for 2-axle (LHDT1[4], LHDT2[5]), 14.2 miles for 3-axle (MHDT) trucks, and 39.9 miles for 4+-axle (HHDT) trucks and weighting the average trip lengths using traffic trip percentages. Truck trip lengths for business park uses are based on the Project's VMT Analysis (EIR *Technical Appendix O1*) and an assumption of 100% primary trips. Trucks are broken down by truck type. The truck fleet mix is estimated by rationing the trip rates for each truck type based on information provided by the

[2] Vehicles under the LDT1 category have a gross vehicle weight rating (GVWR) of less than 6,000 lbs. and equivalent test weight (ETW) of less than or equal to 3,750 lbs.
[3] Vehicles under the LDT2 category have a GVWR of less than 6,000 lbs. and ETW between 3,751 lbs. and 5,750 lbs.
[4] Vehicles under the LHDT1 category have a GVWR of 8,501 to 10,000 lbs.
[5] Vehicles under the LHDT2 category have a GVWR of 10,001 to 14,000 lbs.

SCAQMD recommended truck mix, by axle type. Heavy trucks are broken down by truck type (or axle type) and are categorized as either Light-Heavy-Duty Trucks (LHDT1 & LHDT2)/2-axle, Medium-Heavy-Duty Trucks (MHDT)/3-axle, and Heavy-Heavy-Duty Trucks (HHDT)/4+-axle. To account for emissions generated by trucks, the fleet mix in Table 4.3-8, *Truck Fleet Mix*, was utilized. (Urban Crossroads, 2023a, p. 53)

Fugitive Dust Related to Vehicular Travel

Vehicles traveling on paved roads would be a source of fugitive emissions due to the generation of road dust inclusive of brake and tire wear particulates. The emissions estimate for travel on paved roads were calculated using CalEEMod. (Urban Crossroads, 2023a, p. 54)

6. Localized Significance Thresholds (LSTs)

❑ Background on LST Development

The analysis presented under Threshold c. makes use of methodology included in the SCAQMD *Final Localized Significance Threshold Methodology* (LST Methodology). The SCAQMD has established that

Table 4.3-8 Truck Fleet Mix

Operational Year	Land Use	% Vehicle Type			
		LHDT1	LHDT2	MHDT	HHDT
2025 (PA 1)	Scenario 1				
	High-Cube Warehouse	10.77%	3.06%	35.77%	54.40%
	Truck/Trailer Parking	10.72%	3.04%	35.80%	50.45%
	Scenario 2				
	High-Cube Parcel Hub Warehouse	13.07%	3.71%	20.67%	62.55%
	Truck/Trailer Parking	10.72%	3.04%	35.80%	50.45%
2028 (PAs 1 & 2)	Scenario 1				
	High-Cube Warehouse	10.75%	3.08%	35.77%	54.40%
	Truck/Trailer Parking	10.70%	3.06%	35.80%	50.45%
	Scenario 2				
	High-Cube Parcel Hub Warehouse	13.05%	3.73%	20.67%	62.55%
	Truck/Trailer Parking	10.72%	3.04%	35.80%	50.45%
	Scenario 3				
	High-Cube Warehouse	10.75%	3.08%	35.77%	54.40%
	Truck/Trailer Parking	10.70%	3.06%	35.80%	50.45%

Note: Project-specific truck fleet mix is based on the number of trips generated by each truck type (LHDT1, LHDT2, MHDT, and HHDT) relative to the number of truck trips
(Urban Crossroads, 2023a, Table 3-10)

localized impacts to air quality are significant if there is a potential to contribute or cause localized exceedances of the federal and/or state ambient air quality standards (NAAQS/CAAQS). Collectively, these are referred to as Localized Significance Thresholds (LSTs). (Urban Crossroads, 2023a, p. 67)

The SCAQMD established LSTs in response to the SCAQMD Governing Board's Environmental Justice Initiative I-4. LSTs represent the maximum emissions from a project that would not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest residence or sensitive receptor. The SCAQMD states that lead agencies can use the LSTs as another indicator of significance in its air quality impact analyses. (Urban Crossroads, 2023a, p. 67)

LSTs were developed in response to environmental justice and health concerns raised by the public regarding exposure of individuals to criteria pollutants in local communities. To address the issue of localized significance, the SCAQMD adopted LSTs that show whether a project would cause or contribute to localized air quality impacts and thereby cause or contribute to potential localized adverse health effects. The analysis of Threshold c. makes use of methodology and LST significance thresholds included in the LST Methodology. (Urban Crossroads, 2023a, p. 67)

❑ Emissions Considered

Based on SCAQMD's LST Methodology, emissions for concern during construction activities are on-site NO_X, CO, $PM_{2.5}$, and PM_{10}. The LST Methodology clearly states that "off-site mobile emissions from the Project should not be included in the emissions compared to LSTs." As such, for purposes of the construction LST analysis, only emissions included in the CalEEMod "on-site" emissions outputs were considered. (Urban Crossroads, 2023a, p. 67)

❑ Dispersion Modeling

In order to estimate localized pollutant concentrations resulting from Project construction, the SCAQMD-approved American Meteorological Society/EPA Regulatory Model (AERMOD) dispersion model was utilized. The modeling approach utilized is discussed below. (Urban Crossroads, 2023a, p. 67)

Sources

It should be noted that in order to model worst-case conditions, the highest daily peak on-site emissions resulting from overlapping construction activity were modeled. A ground level release height and a 1 meter (approximately 3.28 feet) initial vertical dimension (sigma z) were utilized for fugitive dust emissions of PM_{10} and $PM_{2.5}$ consistent with SCAQMD's LST guidance. In order to account for equipment exhaust emissions from NO_2, CO, PM_{10}, and $PM_{2.5}$ a release height of 5.0 meters was utilized consistent with SCAQMD's LST guidance. (Urban Crossroads, 2023a, pp. 67-68)

Meteorological Data and Model Options

In order to account for meteorological conditions at the Project site, meteorological data from the SCAQMD's Redlands monitoring station was utilized, as this is the nearest station to the Project site for which

meteorological data is available. Additionally, a receptor height of 2 meters and regulatory default options were utilized consistent with SCAQMD's LST guidance. (Urban Crossroads, 2023a, p. 68)

Receptors

As previously stated, LSTs represent the maximum emissions from a project that would not cause or contribute to an exceedance of the most stringent applicable NAAQS and CAAQS at the nearest residence or sensitive receptor. Receptor locations are off-site locations where individuals may be exposed to emissions from Project activities. (Urban Crossroads, 2023a, p. 68)

Some people are especially sensitive to air pollution and are given special consideration when evaluating air quality impacts from projects. These groups of people include children, the elderly, and individuals with pre-existing respiratory or cardiovascular illness. Structures that house these persons or places where they gather are defined as "sensitive receptors." These structures typically include uses such as residences, hotels, and hospitals where an individual can remain for 24 hours. Consistent with the LST Methodology, the nearest land use where an individual could remain for 24 hours to the Project site has been used to determine construction and operational air quality impacts for emissions of PM_{10} and $PM_{2.5}$, since PM_{10} and $PM_{2.5}$ thresholds are based on a 24-hour averaging time. (Urban Crossroads, 2023a, p. 68)

Per the LST Methodology, commercial and industrial facilities are not included in the definition of sensitive receptor because employees and patrons do not typically remain onsite for a full 24 hours but are typically onsite for 8 hours or less. However, LST Methodology explicitly states that "LSTs based on shorter averaging periods, such as the NO_2 and CO LSTs, could also be applied to receptors such as industrial or commercial facilities since it is reasonable to assume that a worker at these sites could be present for periods of one to eight hours." Therefore, any adjacent land use where an individual could remain for 1 or 8-hours, that is located at a closer distance to the Project site than the receptor used for PM_{10} and $PM_{2.5}$ analysis, must be considered to determine construction and operational LST air impacts for emissions of NO_2 and CO since these pollutants have an averaging time of 1 and 8-hours. (Urban Crossroads, 2023a, p. 68)

Sensitive receptors considered as part of the LST analysis previously were described in subsection 4.3.1.I, above, and previously were depicted on Figure 4.3-11.

7. Modeling Inputs for Mobile Source Health Risk Assessment

❑ Construction-Related Emissions Calculations

The emissions calculations for the construction HRA component are based on an assumed mix of construction equipment and hauling activity as presented in EIR Table 3-3 (previously presented), while the list of construction equipment assumed by the Project's HRA was previously depicted on Table 4.3-6. Construction-related DPM emissions are expected to occur primarily as a function of the operation of heavy-duty construction equipment. The CalEEMod emissions outputs are presented in Appendix 2.1 to the Project's HRA (*Technical Appendix D*). The modeled emission sources for construction activity are illustrated on Figure 4.3-12, *Modeled Construction Emission Sources*. Appendix 2-5 of the Project's HRA presents the construction

Figure 4.3-12 Modeled Construction Emission Sources

(Urban Crossroads, 2023b, Exhibit 2-A)

sources as modeled in AERMOD. The analysis conservatively modeled land use Scenario 3 construction emissions as this represents the worst-case scenario. Land use Scenarios 1 and 2 would result in less construction diesel exhaust and therefore a lesser risk than what would occur under Scenario 3. (Urban Crossroads, 2023b, p. 11)

❑ Operational-Related Emissions Calculations

On-Site and Off-Site Truck Activity

Vehicle DPM emissions were calculated using emission factors for particulate matter less than 10µm in diameter (PM_{10}) generated with the 2021 version of EMFAC. Several distinct emission processes are included in EMFAC 2021. Emission factors calculated using EMFAC 2021 are expressed in units of grams per vehicle miles traveled (g/VMT) or grams per idle-hour (g/idle-hr), depending on the emission process. The emission processes and corresponding emission factor units associated with diesel particulate exhaust for this Project are presented below. (Urban Crossroads, 2023b, p. 15)

For this Project, annual average PM_{10} emission factors were generated by running EMFAC 2021 in EMFAC Mode for vehicles in the Riverside County region. The EMFAC Mode generates emission factors in terms of grams of pollutant emitted per vehicle activity and can calculate a matrix of emission factors at specific values of temperature, relative humidity, and vehicle speed. The model was run for speeds traveled in the vicinity of the Project. The vehicle travel speeds for each segment modeled are summarized below. (Urban Crossroads, 2023b, p. 15)

- Idling – on-site loading/unloading and truck gate
- 5 miles per hour – on-site vehicle movement including driving and maneuvering
- 25 miles per hour – off-site vehicle movement including driving and maneuvering

It is expected that minimal idling would occur at nearby intersections during truck travel on study area roadways (e.g., at an intersection during a red light, or yielding to make a turn). Notwithstanding, the analysis conservatively utilizes a reduced off-site average speed of 25 miles per hour (below the posted speed limit) for travel on study area roadways, use of a lower average speed for off-site travel results in a higher emission factor and therefore any negligible idling that would occur during truck travel along the study area is accounted for. (Urban Crossroads, 2023b, p. 15)

Calculated emission factors are shown in Table 4.3-9, *2025 Weighted Average DPM Emissions Factors – Land Use Scenarios 1 and 3*, for land use Scenarios 1 and 3 and Table 4.3-10, *2025 Weighted Average DPM Emissions Factors – Land Use Scenario 2* for land use Scenario 2. As a conservative measure, a 2025 EMFAC 2021 run was conducted and a static 2025 emissions factor data set was used for the entire duration of analysis herein (e.g., 30 years). Use of 2025 emission factors would overstate potential impacts since this approach assumes that emission factors remain "static" and do not change over time due to fleet turnover or cleaner technology with lower emissions that would be incorporated into vehicles after 2025. Additionally, based on EMFAC 2021, Light-Heavy-Duty Trucks are comprised of 59.8% diesel, Medium-Heavy-Duty Trucks are comprised of 91.6% diesel, and Heavy-Heavy-Duty Trucks are comprised of 95.1% diesel. Trucks fueled by diesel are accounted for by these percentages accordingly in the emissions factor generation. Appendix 2.2 to

the Project's HRA (*Technical Appendix D*) includes additional details on the emissions estimates from EMFAC. (Urban Crossroads, 2023b, pp. 15-16)

Table 4.3-9 2025 Weighted Average DPM Emissions Factors – Land Use Scenarios 1 and 3

Speed	Weighted Average
0 (idling)	0.08146 (g/idle-hr)
5	0.02401 (g/s)
25	0.00920 (g/s)

(Urban Crossroads, 2023b, Table 2-3)

Table 4.3-10 2025 Weighted Average DPM Emissions Factors – Land Use Scenario 2

Speed	Weighted Average
0 (idling)	0.08534 (g/idle-hr)
5	0.02287 (g/s)
25	0.00932 (g/s)

(Urban Crossroads, 2023b, Table 2-4)

The vehicle DPM exhaust emissions were calculated for running exhaust emissions. The running exhaust emissions were calculated by applying the running exhaust PM_{10} emission factor (g/VMT) from EMFAC over the total distance traveled. The following equation was used to estimate off-site emissions for each of the different vehicle classes comprising the mobile sources: (Urban Crossroads, 2023b, p. 16)

$$\text{Emissions}_{\text{Speed A}} = \text{EF}_{\text{Run Exhaust}}) \times \text{Distance} \times \frac{\text{Number of Trips per Day}}{\text{Seconds per Day}}$$

Where:

$Emissions_{Speed\ A}$	=	*Vehicle emissions at a given speed A (g/s)*
$EF_{Run\ Exhaust}$	=	*EMFAC running exhaust PM10 emission factor at speed A (g/vmt)*
Distance	=	*Total distance traveled per trip (miles)*

Similar to off-site traffic, on-site vehicle running emissions were calculated by applying the running exhaust PM_{10} emission factor (g/VMT) from EMFAC and the total vehicle trip number over the length of the driving path using the same formula presented above for on-site emissions. In addition, on-site vehicle idling exhaust emissions were calculated by applying the idle exhaust PM_{10} emission factor (g/idle-hr) from EMFAC and the total truck trip over the total assumed idle time (15 minutes). The following equation was used to estimate the on-site vehicle idling emissions for each of the different vehicle classes: (Urban Crossroads, 2023b, p. 16)

$$\text{Emissions}_{\text{Idle}} = \text{EF}_{\text{Idle}} \times \text{Number of Trips} \times \text{Idling Time} \times \frac{\text{60 minutes per hour}}{\text{seconds per day}}$$

Where:

$Emissions_{Idle}$	=	*Vehicle emissions during Idling (g/s)*
EF_{Idle}	=	*EMFAC idle exhaust PM10 emission factor (g/s)*

Number of Trips = *Number of trips per day*
Idling Time = *Idling time (minutes per trip)*

Each roadway was modeled as a line source (made up of multiple adjacent volume sources). Due to the large number of volume sources modeled for this analysis, the corresponding coordinates of each volume source have not been included in this report but are included in Appendix 2.3 to the Project's HRA (*Technical Appendix D*). The DPM emission rate for each volume source was calculated by multiplying the emission factor (based on the average travel speed along the roadway) by the number of trips and the distance traveled along each roadway segment and dividing the result by the number of volume sources along that roadway, as illustrated on Table 4.3-11, *DPM Emissions from Project Trucks (2025 Analysis Year) – Land Use Scenarios 1 and 3*, and Table 4.3-12, *DPM Emissions from Project Trucks (2025 Analysis Year) – Land Use Scenario 2*. The modeled emission sources are illustrated on Figure 4.3-13, *Modeled On-Site Emission Sources*, for on-site sources and Figure 4.3-14, *Modeled Off-Site Emission Sources*, for off-site sources. The modeling domain is limited to the Project's primary truck route and includes off-site sources in the study area for more than ¾-mile. This modeling domain is more inclusive and conservative than using only a ¼-mile modeling domain which is the distance supported by several reputable studies which conclude that the greatest potential risks occur within a ¼-mile of the primary source of emissions (in the case of the Project, the primary source of emissions is the on-site idling and on-site travel). (Urban Crossroads, 2023b, p. 17)

On-site truck idling was estimated to occur as trucks enter and travel through the Project site. Although the Project's diesel-fueled truck and equipment operators will be required by State law to comply with CARB's idling limit of 5 minutes, staff at SCAQMD recommends that the on-site idling emissions be calculated assuming 15 minutes of truck idling, which would take into account on-site idling which occurs while the trucks are waiting to pull up to the truck bays, idling at the bays, idling at check-in and check-out, etc. As such, this analysis calculates truck idling at building loading docks at 15 minutes, consistent with SCAQMD's recommendation. An idling duration of 5 minutes was assumed for the truck trailer storage lot portion of the Project. (Urban Crossroads, 2023b, p. 17)

As summarized in the Project's TA (*Technical Appendix P*), under land use Scenarios 1 and 3 the Project is expected to generate a total of approximately 1,414 two-way truck trips (707 trucks inbound per day + 707 trucks outbound) per day. Under land use Scenario 2, the Project is expected to generate a total of approximately 2,251 two-way truck trips (1,126 trucks inbound per day + 1,126 trucks outbound) per day. (Urban Crossroads, 2023b, p. 17)

❑ Exposure Quantification

The analysis provided in the Project's HRA (*Technical Appendix D*) has been conducted in accordance with the guidelines in the *Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*. The Environmental Protection Agency's (U.S. EPA's) AERMOD model has been utilized. For purposes of analysis, the Lakes AERMOD View (Version 11.2.0) was used to calculate annual average particulate concentrations associated with site operations. Lakes AERMOD View was utilized to incorporate the U.S. EPA's latest AERMOD Version 22112. (Urban Crossroads, 2023b, p. 22)

Table 4.3-11 DPM Emissions from Project Trucks (2025 Analysis Year) – Land Use Scenarios 1 and 3

Truck Emission Rates						
Source	Trucks Per Day	VMT [a] (miles/day)	Truck Emission Rate [b] (grams/mile)	Truck Emission Rate [b] (grams/idle-hour)	Daily Truck Emissions [c] (grams/day)	Modeled Emission Rates (g/second)
On-Site Idling - Bldg. 1	76			0.0815	1.54	1.788E-05
On-Site Idling - Bldg. 2 East	40			0.0815	0.81	9.428E-06
On-Site Idling - Bldg. 2 West	40			0.0815	0.81	9.428E-06
On-Site Idling - Bldg. 3 North	40			0.0815	0.81	9.396E-06
On-Site Idling - Bldg. 3 South	40			0.0815	0.81	9.396E-06
On-Site Idling - Bldg. 4	79			0.0815	1.61	1.860E-05
On-Site Idling - TTP Lot 1 127 Spaces	52			0.0815	0.35	4.072E-06
On-Site Idling - TTP Lot 1 86 Spaces	35			0.0815	0.24	2.757E-06
On-Site Idling - TTP Lot 1 41 Spaces	17			0.0815	0.11	1.314E-06
On-Site Idling - TTP Lot 2 258 Spaces	105			0.0815	0.71	8.271E-06
On-Site Idling - TTP Lot 2 129 Spaces	53			0.0815	0.36	4.136E-06
On-Site Idling - TTP Lot 2 16 Spaces	7			0.0815	0.04	5.130E-07
On-Site Idling - TTP Lot 2 83 Spaces	34			0.0815	0.23	2.661E-06
On-Site Idling - TTP Lot 2 62 Spaces	25			0.0815	0.17	1.988E-06
On-Site Idling - TTP Lot 2 26 Spaces	11			0.0815	0.07	8.336E-07
On-Site Idling - TTP Lot 2 32 Spaces	13			0.0815	0.09	1.026E-06
On-Site Idling - TTP Lot 2 64 Spaces	26			0.0815	0.18	2.052E-06
On-Site Idling - TTP Lot 2 38 Spaces	16			0.0815	0.11	1.218E-06
On-Site Travel - TTP 100%	785	211.86	0.0240		5.09	5.887E-05
On-Site Travel - TTP Lot 1 East	104	33.08	0.0240		0.79	9.193E-06
On-Site Travel - TTP Lot 1 West	104	8.85	0.0240		0.21	2.459E-06
On-Site Travel - TTP Lot 2 North	289	179.85	0.0240		4.32	4.997E-05
On-Site Travel - TTP Lot 2 South	289	57.48	0.0240		1.38	1.597E-05
On-Site Travel - Bldg. 1	152	31.86	0.0240		0.76	8.853E-06
On-Site Travel - Bldg. 2	160	80.73	0.0240		1.94	2.243E-05
On-Site Travel - Bldg. 3 North	80	31.45	0.0240		0.75	8.738E-06
On-Site Travel - Bldg. 3 South	80	35.85	0.0240		0.86	9.962E-06
On-Site Travel - Bldg. 4	158	63.33	0.0240		1.52	1.760E-05
Off-Site Travel - TTP Calimesa 30% Inbound/Outbound	236	179.83	0.0092		1.65	1.914E-05
Off-Site Travel - TTP Cherry Valley 2% East Inbound/Outbound	16	3.13	0.0092		0.03	3.337E-07
Off-Site Travel - TTP Cherry Valley 2% West Inbound/Outbound	16	3.99	0.0092		0.04	4.249E-07
Off-Site Travel - TTP Cherry Valley 28% Inbound/Outbound	220	36.18	0.0092		0.33	3.851E-06
Off-Site Travel - TTP Calimesa 70% Inbound/Outbound	550	225.44	0.0092		2.07	2.400E-05
Off-Site Travel - TTP Singleton 2% Inbound/Outbound	16	15.94	0.0092		0.15	1.697E-06
Off-Site Travel - TTP Singleton 66% Inbound/Outbound	518	113.62	0.0092		1.04	1.209E-05
Off-Site Travel - TTP Calimesa 2% Inbound/Outbound	16	21.51	0.0092		0.20	2.289E-06
Off-Site Travel - WH Singleton 4% Inbound/Outbound	25	25.54	0.0092		0.23	2.719E-06
Off-Site Travel - WH Singleton 62% Inbound/Outbound	390	85.52	0.0092		0.79	9.102E-06
Off-Site Travel - WH Calimesa 4% Inbound/Outbound	25	34.46	0.0092		0.32	3.668E-06
Off-Site Travel - WH Calimesa 30% Inbound/Outbound	189	101.12	0.0092		0.93	1.076E-05
Off-Site Travel - WH Cherry Valley 4% East Inbound/Outbound	25	4.96	0.0092		0.05	5.281E-07
Off-Site Travel - WH Cherry Valley 4% West Inbound/Outbound	25	6.33	0.0092		0.06	6.736E-07
Off-Site Travel - WH Cherry Valley 26% Inbound/Outbound	164	26.88	0.0092		0.25	2.861E-06
Off-Site Travel - WH Calimesa 15% Inbound/Outbound	94	21.60	0.0092		0.20	2.299E-06
Off-Site Travel - WH Calimesa 35% Inbound/Outbound	220	20.48	0.0092		0.19	2.180E-06
Off-Site Travel - WH Calimesa 70% Inbound/Outbound	440	137.01	0.0092		1.26	1.458E-05
Off-Site Travel - WH Singleton 4% Inbound/Outbound	25	5.59	0.0092		0.05	5.952E-07

[a] Vehicle miles traveled are for modeled truck route only.

[b] Emission rates determined using EMFAC 2021. Idle emission rates are expressed in grams per idle hour rather than grams per mile.

[c] This column includes the total truck travel and truck idle emissions. For idle emissions this column includes emissions based on the assumption that each truck idles for 15 minutes at loading docks and 5 minutes at parking spaces.

(Urban Crossroads, 2023b, Table 2-5)

Table 4.3-12 DPM Emissions from Project Trucks (2025 Analysis Year) – Land Use Scenario 2

Truck Emission Rates						
Source	Trucks Per Day	VMT [a] (miles/day)	Truck Emission Rate [b] (grams/mile)	Truck Emission Rate [b] (grams/idle-hour)	Daily Truck Emissions [c] (grams/day)	Modeled Emission Rates (g/second)
On-Site Idling - Bldg. 1	177			0.0853	3.77	4.365E-05
On-Site Idling - Bldg. 2 East	93			0.0853	1.99	2.302E-05
On-Site Idling - Bldg. 2 West	93			0.0853	1.99	2.302E-05
On-Site Idling - Bldg. 3 North	93			0.0853	1.98	2.294E-05
On-Site Idling - Bldg. 3 South	93			0.0853	1.98	2.294E-05
On-Site Idling - Bldg. 4	184			0.0853	3.92	4.542E-05
On-Site Idling - TTP Lot 1 127 Spaces	52			0.0815	0.35	4.072E-06
On-Site Idling - TTP Lot 1 86 Spaces	35			0.0815	0.24	2.757E-06
On-Site Idling - TTP Lot 1 41 Spaces	17			0.0815	0.11	1.314E-06
On-Site Idling - TTP Lot 2 258 Spaces	105			0.0815	0.71	8.271E-06
On-Site Idling - TTP Lot 2 129 Spaces	53			0.0815	0.36	4.136E-06
On-Site Idling - TTP Lot 2 16 Spaces	7			0.0815	0.04	5.130E-07
On-Site Idling - TTP Lot 2 83 Spaces	34			0.0815	0.23	2.661E-06
On-Site Idling - TTP Lot 2 62 Spaces	25			0.0815	0.17	1.988E-06
On-Site Idling - TTP Lot 2 26 Spaces	11			0.0815	0.07	8.336E-07
On-Site Idling - TTP Lot 2 32 Spaces	13			0.0815	0.09	1.026E-06
On-Site Idling - TTP Lot 2 64 Spaces	26			0.0815	0.18	2.052E-06
On-Site Idling - TTP Lot 2 38 Spaces	16			0.0815	0.11	1.218E-06
On-Site Travel - TTP 100%	785	211.86	0.0229		4.85	5.608E-05
On-Site Travel - TTP Lot 1 East	104	33.08	0.0229		0.76	8.757E-06
On-Site Travel - TTP Lot 1 West	104	8.85	0.0229		0.20	2.342E-06
On-Site Travel - TTP Lot 2 North	289	179.85	0.0229		4.11	4.761E-05
On-Site Travel - TTP Lot 2 South	289	57.48	0.0229		1.31	1.522E-05
On-Site Travel - Bldg. 1	354	74.26	0.0229		1.70	1.966E-05
On-Site Travel - Bldg. 2	373	188.17	0.0229		4.30	4.981E-05
On-Site Travel - Bldg. 3 North	186	73.30	0.0229		1.68	1.940E-05
On-Site Travel - Bldg. 3 South	186	83.56	0.0229		1.91	2.212E-05
On-Site Travel - Bldg. 4	368	147.61	0.0229		3.38	3.907E-05
Off-Site Travel - TTP Calimesa 30% Inbound/Outbound	236	179.83	0.0093		1.68	1.941E-05
Off-Site Travel - TTP Cherry Valley 2% East Inbound/Outbound	16	3.13	0.0093		0.03	3.383E-07
Off-Site Travel - TTP Cherry Valley 2% West Inbound/Outbound	16	3.99	0.0093		0.04	4.308E-07
Off-Site Travel - TTP Cherry Valley 28% Inbound/Outbound	220	36.18	0.0093		0.34	3.904E-06
Off-Site Travel - TTP Calimesa 70% Inbound/Outbound	550	225.44	0.0093		2.10	2.433E-05
Off-Site Travel - TTP Singleton 2% Inbound/Outbound	16	15.94	0.0093		0.15	1.720E-06
Off-Site Travel - TTP Singleton 66% Inbound/Outbound	518	113.62	0.0093		1.06	1.226E-05
Off-Site Travel - TTP Calimesa 2% Inbound/Outbound	16	21.51	0.0093		0.20	2.321E-06
Off-Site Travel - WH Singleton 4% Inbound/Outbound	59	59.53	0.0093		0.56	6.424E-06
Off-Site Travel - WH Singleton 62% Inbound/Outbound	909	199.31	0.0093		1.86	2.151E-05
Off-Site Travel - WH Calimesa 4% Inbound/Outbound	59	80.33	0.0093		0.75	8.668E-06
Off-Site Travel - WH Calimesa 30% Inbound/Outbound	440	235.68	0.0093		2.20	2.543E-05
Off-Site Travel - WH Cherry Valley 4% East Inbound/Outbound	59	11.57	0.0093		0.11	1.248E-06
Off-Site Travel - WH Cherry Valley 4% West Inbound/Outbound	59	14.75	0.0093		0.14	1.592E-06
Off-Site Travel - WH Cherry Valley 26% Inbound/Outbound	381	62.64	0.0093		0.58	6.760E-06
Off-Site Travel - WH Calimesa 15% Inbound/Outbound	220	50.35	0.0093		0.47	5.433E-06
Off-Site Travel - WH Calimesa 35% Inbound/Outbound	513	47.73	0.0093		0.44	5.150E-06
Off-Site Travel - WH Calimesa 70% Inbound/Outbound	1026	319.34	0.0093		2.98	3.446E-05
Off-Site Travel - WH Singleton 4% Inbound/Outbound	59	13.03	0.0093		0.12	1.406E-06

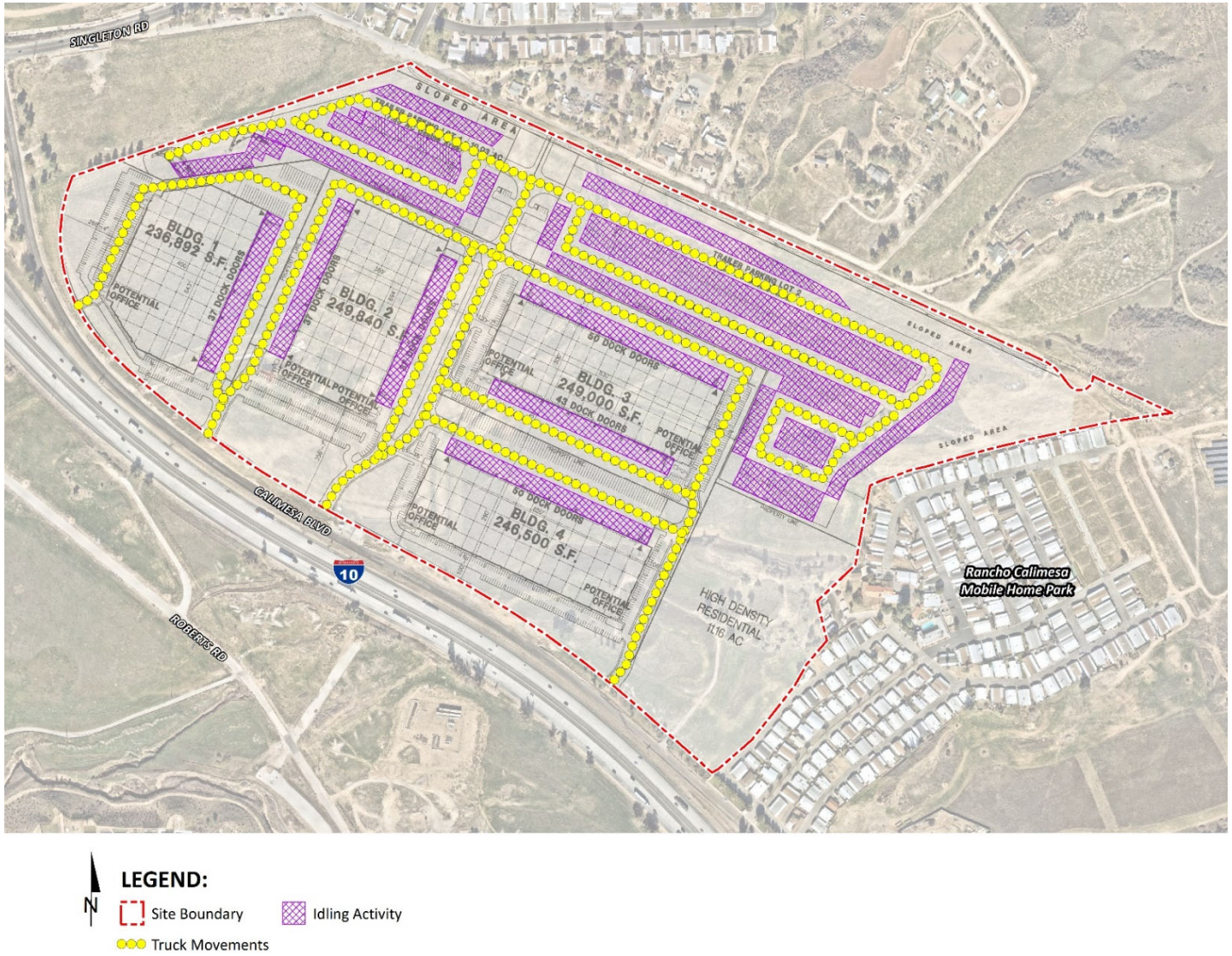
[a] Vehicle miles traveled are for modeled truck route only.

[b] Emission rates determined using EMFAC 2021. Idle emission rates are expressed in grams per idle hour rather than grams per mile.

[c] This column includes the total truck travel and truck idle emissions. For idle emissions this column includes emissions based on the assumption that each truck idles for 15 minutes at loading docks and 5 minutes at parking spaces.

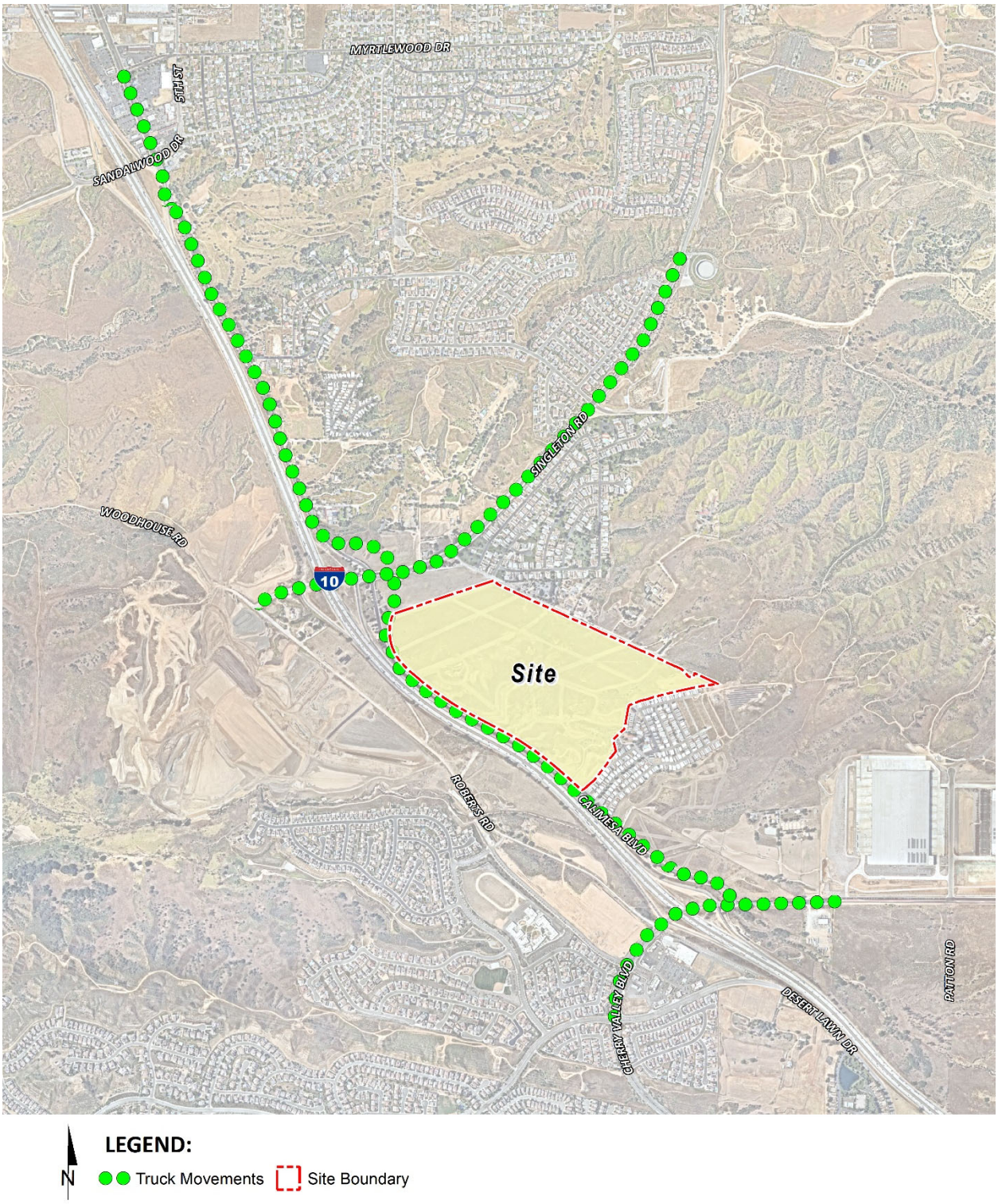
(Urban Crossroads, 2023b, Table 2-6)

Figure 4.3-13 Modeled On-Site Emission Sources



(Urban Crossroads, 2023b, Exhibit 2-B)

Figure 4.3-14 Modeled Off-Site Emission Sources



(Urban Crossroads, 2023b, Exhibit 2-C)

The model offers additional flexibility by allowing the user to assign an initial release height and vertical dispersion parameters for mobile sources representative of a roadway. For the Project's HRA (*Technical Appendix D*), the roadways were modeled as adjacent volume sources. Roadways were modeled using the U.S. EPA's haul route methodology for modeling of on-site and off-site truck movement. More specifically, the Haul Road Volume Source Calculator in Lakes AERMOD View has been utilized to determine the release height parameters. Based on the US EPA methodology, the Project's modeled sources would result in a release height of 3.49 meters and an initial lateral dimension of 4.0 meters, and an initial vertical dimension of 3.25 meters. (Urban Crossroads, 2023b, p. 22)

Model parameters are presented in Table 4.3-13, *AERMOD Model Parameters*. The model requires additional input parameters including emission data and local meteorology. Meteorological data from the SCAQMD's Redlands monitoring station was used to represent local weather conditions and prevailing winds. (Urban Crossroads, 2023b, p. 22)

Table 4.3-13 AERMOD Model Parameters

Dispersion Coefficient (Urban/Rural)	Urban (population 2,189,641)
Terrain (Flat/Elevated)	Elevated (Regulatory Default)
Averaging Time	1 year (5-year Meteorological Data Set)
Receptor Height	0 meters (Regulatory Default)

(Urban Crossroads, 2023b, Table 2-7)

Universal Transverse Mercator (UTM) coordinates for World Geodetic System (WGS) 84 were used to locate the Project site boundaries, each volume source location, and receptor locations in the Project vicinity. The AERMOD dispersion model summary output files for the Project are presented in Appendix 2.3 to the Project's HRA (*Technical Appendix D*). Modeled sensitive receptors were placed at residential and non-residential locations. (Urban Crossroads, 2023b, p. 22)

Receptors may be placed at applicable structure locations for residential and worker property and not necessarily the boundaries of the properties containing these uses because the human receptors (residents and workers) spend a majority of their time at the residence or in the workplace's building, and not on the property line. It should be noted that the primary purpose of receptor placement is focused on long-term exposure. For example, the Project's HRA evaluates the potential health risks to residents, workers, and school children over a period of 30, 25, or 9 years of exposure, respectively. Notwithstanding, as a conservative measure, receptors were placed at either the outdoor living area or the building façade, whichever is closer to the Project site. (Urban Crossroads, 2023b, p. 22)

For purposes of the Project's HRA, receptors include both residential and non-residential (worker) land uses in the vicinity of the Project. These receptors are included in the HRA since residents, workers, and school children may be exposed at these locations over a long-term duration of 30, 25, and 9 years, respectively. This methodology is consistent with SCAQMD and OEHHA recommended guidance. (Urban Crossroads, 2023b, p. 23)

Any impacts to residents or workers located further away from the Project site than the modeled residential and workers would have a lesser impact than what has already been disclosed in the HRA at the Maximally Exposed Individual Receptor (MEIR), Maximally Exposed Individual Worker (MEIW), and Maximally Exposed Individual School Child (MEISC) because concentrations dissipate with distance. (Urban Crossroads, 2023b, p. 23)

All receptors were set to existing elevation height so that only ground-level concentrations are analyzed. United States Geological Survey (USGS) Digital Elevation Model (DEM) terrain data based on a 7.5-minute topographic quadrangle map series using AERMAP was utilized in the HRA modeling to set elevations. (Urban Crossroads, 2023b, p. 23)

Discrete variants for daily breathing rates, exposure frequency, and exposure duration were obtained from relevant distribution profiles presented in the 2015 OEHHA Guidelines. Table 4.3-14 through Table 4.3-17 summarize the Exposure Parameters for residents, workers, and school children based on 2015 OEHHA Guidelines. Appendix 2.4 to the Project's HRA (*Technical Appendix D*) includes the detailed risk calculation. It should be noted that analysis represents a worst-case scenario where residents are exposed Project emissions beginning in the third trimester through the first 30 years of life – which includes the recommended age weighted factors that account for the potential of increased risk during early life exposures. Alternatively, as illustrated on Table 4.3-15, risk estimates for elderly residents near the Project site would be calculated based on a slightly lower breathing rate and no age weighting factor pursuant to the OEHHA guidelines. As a result, the cancer risk estimates presented in this analysis are conservative in nature and risks to elderly residents near the Project site would experience less risk than is presented in this analysis. (Urban Crossroads, 2023b, p. 23)

Table 4.3-14 Exposure Assumptions for Individual Cancer Risk (Construction Activity)

Age	Daily Breathing Rate (L/kg-day)	Age Specific Factor	Exposure Duration (years)	Fraction of Time at Home	Exposure Frequency (days/year)	Exposure Time (hours/day)
-0.25 to 0	361	10	0.25	1.00	250	8
0 to 2	1,090	10	1.99	1.00	250	8

(Urban Crossroads, 2023b, Table 2-8)

Table 4.3-15 Exposure Assumptions for Individual Cancer Risk (30-Year Residential)

Age	Daily Breathing Rate (L/kg-day)	Age Specific Factor	Exposure Duration (years)	Fraction of Time at Home	Exposure Frequency (days/year)	Exposure Time (hours/day)
-0.25 to 0	361	10	0.25	0.85	350	24
0 to 2	1,090	10	2	0.85	350	24
2 to 16	572	3	14	0.72	350	24
16 to 30	261	1	14	0.73	350	24
16 to 70	233	1	30	0.73	350	24

(Urban Crossroads, 2023b, Table 2-9)

Table 4.3-16 Exposure Assumptions for Individual Cancer Risk (25-Year Worker)

Age	Daily Breathing Rate (L/kg-day)	Age Specific Factor	Exposure Duration (years)	Exposure Frequency (days/year)	Exposure Time (hours/day)
16 to 41	230	1	25	250	12

(Urban Crossroads, 2023b, Table 2-10)

Table 4.3-17 Exposure Assumptions for Individual Cancer Risk (9-Year School Child)

Age	Daily Breathing Rate (L/kg-day)	Age Specific Factor	Exposure Duration (years)	Exposure Frequency (days/year) [a]	Exposure Time (hours/day)
4 to 13	631	3	9	180	12

[a] To represent the unique characteristics of the school-based population, the assessment employed the U.S. Environmental Protection Agency's guidance to develop viable dose estimates based on reasonable maximum exposures (RME). RME's are defined as the "highest exposure that is reasonably expected to occur" for a given receptor population. As a result, lifetime risk values for the student population were adjusted to account for an exposure duration of 180 days per year for nine (9) years. The 9 year exposure duration is also consistent with OEHHA Recommendations and consistent with the exposure duration utilized in school-based risk assessments for various schools within the Los Angeles County Unified School District (LAUSD) that have been accepted by the SCAQMD.

(Urban Crossroads, 2023b, Table 2-11)

The analysis conservatively assumes that exposure during Project construction would begin at the third trimester (age -0.25) and continue for the duration of Project construction to approximately 2 years of age. (Urban Crossroads, 2023b, p. 23)

❑ Carcinogenic Chemical Risk

Excess cancer risks are estimated as the upper-bound incremental probability that an individual will develop cancer over a lifetime as a direct result of exposure to potential carcinogens over a specified exposure duration. The estimated risk is expressed as a unitless probability. The cancer risk attributed to a chemical is calculated by multiplying the chemical intake or dose at the human exchange boundaries (e.g., lungs) by the chemical-specific cancer potency factor (CPF). A risk level of 10 in one million implies a likelihood that up to 10 people, out of one million equally exposed people would contract cancer if exposed continuously (24 hours per day) to the levels of toxic air contaminants over a specified duration of time. (Urban Crossroads, 2023b, p. 24)

Guidance from CARB and the California Environmental Protection Agency, Office of Environmental Health Hazard Assessment (OEHHA) recommends a refinement to the standard point estimate approach when alternate human body weights and breathing rates are utilized to assess risk for susceptible subpopulations such as children. For the inhalation pathway, the procedure requires the incorporation of several discrete variates to effectively quantify dose. Once determined, contaminant dose is multiplied by the cancer potency factor (CPF) in units of inverse dose expressed in milligrams per kilogram per day (mg/kg/day)-1 to derive the

cancer risk estimate. Therefore, to assess exposures, the following dose algorithm was utilized. (Urban Crossroads, 2023b, p. 25)

$$DOSE_{AIR} = (C_{AIR} \times \frac{BR}{BW} \times A \times EF) \times (1 \times 10\text{^}(-6))$$

Where:

DOS_{AIR}	=	chronic daily intake (mg/kg/day)
C_AIR	=	concentration of contaminant in air (µg/m3)
BR/BW	=	daily breathing rate normalized to body weight (L/kg BW-day)
A	=	inhalation absorption factor
EF	=	exposure frequency (days/365 days)
BW	=	body weight (kg)
1×10^(-6)	=	conversion factors (µg to mg, L to m3)

$$RISK_{AIR} = DOSE_{AIR} \times CPF \times ASF \times FAH \times \frac{ED}{AT}$$

Where:

$DOSE_{AIR}$	=	chronic daily intake (mg/kg/day)
CPF	=	cancer potency factor
ED	=	number of years within particular age group
AT	=	averaging time

❑ Non-Carcinogenic Exposures

An evaluation of the potential noncarcinogenic effects of chronic exposures was also conducted. Adverse health effects are evaluated by comparing a compound's annual concentration with its toxicity factor or Reference Exposure Level (REL). The REL for diesel particulates was obtained from OEHHA for this analysis. The chronic reference exposure level (REL) for DPM was established by OEHHA as 5 µg/m^3. Non-cancer health effects are expressed as a hazard index (HI), which is calculated using the following equation: (Urban Crossroads, 2023b, p. 25)

$$HI_{DPM} = \frac{C_{DPM}}{REL_{DPM}}$$

Where:

HI_{DPM}	=	Hazard index (unitless)
C_{DPM}	=	Annual average DPM concentration (µg/m3)
REL_{DPM}	=	REL for DPM (the DPM concentration at which no adverse health effects are anticipated).

4.3.4 IMPACT ANALYSIS

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

The Project site is located within the SCAB, which is characterized by relatively poor air quality. The SCAQMD has jurisdiction over an approximately 10,743 square-mile area consisting of the four-county Basin and the Los Angeles County and Riverside County portions of what use to be referred to as the Southeast Desert Air Basin. In these areas, the SCAQMD is principally responsible for air pollution control, and works directly with the SCAG, county transportation commissions, local governments, as well as State and federal agencies to reduce emissions from stationary, mobile, and indirect sources to meet State and federal ambient air quality standards. (Urban Crossroads, 2023a, p. 81)

Currently, these State and federal air quality standards are exceeded in most parts of the SCAB. In response, the SCAQMD has adopted a series of AQMPs to meet the State and federal ambient air quality standards. AQMPs are updated regularly in order to more effectively reduce emissions, accommodate growth, and to minimize any negative fiscal impacts of air pollution control on the economy. (Urban Crossroads, 2023a, p. 81)

In December 2022, the SCAQMD released the Final 2022 AQMP (2022 AQMP). The 2022 AQMP continues to evaluate current integrated strategies and control measures to meet the NAAQS, as well as explore new and innovative methods to reach its goals. Some of these approaches include utilizing incentive programs, recognizing existing co-benefit programs from other sectors, and developing a strategy with fair-share reductions at the federal, state, and local levels. Similar to the 2016 AQMP, the 2022 AQMP incorporates scientific and technological information and planning assumptions, including the 2020-2045 RTP/SCS (also known as "Connect SoCal), a planning document that supports the integration of land use and transportation to help the region meet the federal CAA requirements. The Project's consistency with the AQMP will be determined using the 2022 AQMP. Criteria for determining consistency with the AQMP are defined in Chapter 12, Section 12.2 and Section 12.3 of the 1993 CEQA Handbook. These indicators are discussed below: (Urban Crossroads, 2023a, p. 82)

❑ Consistency Criterion No. 1

Potential to result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP. (Urban Crossroads, 2023a, p. 82)

The violations that Consistency Criterion No. 1 refer to are the CAAQS and NAAQS. CAAQS and NAAQS violations would occur if regional or localized significance thresholds were exceeded. (Urban Crossroads, 2023a, p. 82)

Construction Impacts – Consistency Criterion 1

Consistency Criterion No. 1 refers to violations of the CAAQS and NAAQS. CAAQS and NAAQS violations would occur if localized or regional significance thresholds were exceeded. As evaluated, the Project's localized and regional construction-source emissions would not exceed applicable regional significance threshold and LST thresholds. As such, a less-than-significant impact would occur with respect to consistency with Criterion 1 during construction. (Urban Crossroads, 2023a, p. 82)

Operational Impacts – Consistency Criterion 1

As indicated under the discussion and analysis of Threshold c., below, the Project's localized operational-source emissions would exceed applicable LSTs for PM_{10} and $PM_{2.5}$ with implementation of either land use Scenario 1 or 2, although localized emissions with implementation of land use Scenario 3 would not exceed any of the applicable LSTs. In addition, Project operational-source emissions would exceed applicable regional thresholds for emissions of NOx with buildout of OVNSP PA 1 under land use Scenario 1 and for emissions of VOC and NO_X with full buildout of OVNSP PAs 1 and 2 under land use Scenario 1. Project operational-source emissions would exceed applicable regional thresholds for emissions of VOC and NO_X with buildout of OVNSP PA 1 under land use Scenario 2 and for emissions of VOC, NO_X, CO, PM_{10}, and $PM_{2.5}$ with full buildout of OVNSP PAs 1 and 2 under land use Scenario 2. Project operational-source emissions would exceed applicable regional thresholds for emissions of NO_X with buildout of OVNSP PA 1 and with full buildout of OVNSP PAs 1 and 2 under land use Scenario 3. It should be noted that because the SCAB is in attainment for CO, the Project's regional CO emissions would not conflict with the AQMP despite exceeding the SCAQMD regional significance threshold; notwithstanding, and in order to provide a conservative analysis of the Project's potential impacts to air quality, the Project's emissions of CO with full buildout of OVNSP PAs 1 and 2 under land use Scenario 2 are evaluated as a significant impact of the Project. Accordingly, Project operational-source VOC, NO_X, CO, PM_{10}, and/or $PM_{2.5}$ emissions exceedances would therefore increase the frequency or severity of existing air quality violations and would cause or contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP. (Urban Crossroads, 2023a, p. 82)

Conclusion – Consistency Criterion 1

On the basis of the preceding discussion, the Project is determined to be inconsistent with the first criterion (Urban Crossroads, 2023a, p. 82).

❑ Consistency Criterion No. 2

Potential to exceed the assumptions in the AQMP based on the years of Project build-out phase. (Urban Crossroads, 2023a, p. 83)

The 2022 AQMP demonstrates that the applicable ambient air quality standards can be achieved within the timeframes required under federal law. Growth projections from local general plans adopted by cities in the district are provided to the SCAG, which develops regional growth forecasts, which are then used to develop future air quality forecasts for the AQMP. Development consistent with the growth projections in City of Calimesa General Plan is considered to be consistent with the AQMP. (Urban Crossroads, 2023a, p. 83)

Construction Impacts – Consistency Criterion 2

Peak day emissions generated by construction activities are largely independent of land use assignments, but rather are a function of development scope and maximum area of disturbance. Irrespective of the site's land use designation, development of the site to its maximum potential would likely occur, with disturbance of the entire site occurring during construction activities. As such, when considering that no emissions thresholds will be exceeded, a less-than-significant impact would result. (Urban Crossroads, 2023a, p. 83)

Operational Impacts – Consistency Criterion 2

The City of Calimesa General Plan and the Calimesa Municipal Code are the prevailing planning documents that pertain to the Project Site. Under existing conditions, the City of Calimesa General Plan designates the Project Site as Business Park (BP), Light Industrial (LI) and Residential Low Medium (RLM). The Project Site's current zoning designations include Business Park (B-P), Light Industrial (L-I), and Residential Low/Medium (R-L-M). Approval of the Project's GPA No. 22-03 would change the site's General Plan Land Use designation to Business Park (BP) and Residential High (RH). The Zoning classification in the Project Site will be changed to "Specific Plan Area 4" to accommodate the Project's proposed uses. (Urban Crossroads, 2023a, p. 83)

As indicated under the analysis of Threshold b., the Project's regional emissions of VOC, NO_X, CO, and PM_{10} would exceed the applicable SCAQMD regional thresholds of significance. Therefore, the Project is determined to be inconsistent with the second criterion because it has the potential to exceed the assumptions in the AQMP based on the years of Project build-out phase. (Urban Crossroads, 2023a, p. 84)

❑ AQMP Consistency Conclusion

The Project has the potential to result in or cause NAAQS or CAAQS violations. Operational-source emissions would exceed the applicable SCAQMD regional thresholds for VOC, NO_X, CO, PM_{10}, and/or $PM_{2.5}$, depending on which land use Scenario ultimately is implemented. As such, the Project would have the potential to conflict with the AQMP, resulting in a potentially significant impact for which mitigation would be required. (Urban Crossroads, 2023a, p. 84)

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

❑ Regional Construction Emissions

CalEEMod calculates maximum daily emissions for summer and winter periods. As such, the estimated maximum daily construction emissions without mitigation for both summer and winter periods are summarized on Table 4.3-18, *Overall Construction Emissions Summary – Land Use Scenarios 1 and 2*, and Table 4.3-19, *Overall Construction Emissions Summary – Land Use Scenario 3*. Detailed unmitigated construction model outputs are presented in Appendices 3.1 and 3.2 to the Project's AQIA (*Technical Appendix C*). Under the assumed scenarios, emissions resulting from the Project construction would not exceed criteria pollutant

thresholds established by the SCAQMD. Thus, construction-related regional air quality impacts would be less than significant and no mitigation would be required. (Urban Crossroads, 2023a, p. 48)

Table 4.3-18 Overall Construction Emissions Summary – Land Use Scenarios 1 and 2

Source	Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Summer						
2024	8.06	92.20	65.01	0.24	10.95	5.20
2025	60.54	31.95	68.41	0.08	9.39	3.19
2027	3.62	22.04	37.45	0.05	3.51	1.52
Winter						
2024	8.04	92.86	64.56	0.24	10.95	5.20
2025	57.10	79.98	59.59	0.24	10.46	4.75
2027	37.66	22.16	34.61	0.05	3.51	1.52
2028	2.06	14.20	23.30	0.03	2.93	1.12
Total Maximum Daily Emissions	**60.54**	**92.86**	**68.41**	**0.24**	**10.95**	**5.20**
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

Source: CalEEMod construction-source (unmitigated) emissions are presented in Appendix 3.1 to the Project's AQIA (*Technical Appendix B1*).
(Urban Crossroads, 2023a, Table 3-4)

Table 4.3-19 Overall Construction Emissions Summary – Land Use Scenario 3

Source	Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Summer						
2024	8.06	92.20	65.01	0.24	10.95	5.20
2025	62.54	49.27	87.82	0.11	10.37	4.02
2027	3.00	16.78	23.47	0.04	1.33	0.81
Winter						
2024	8.04	92.86	64.56	0.24	10.95	5.20
2025	58.67	79.98	61.82	0.24	10.46	4.75
2027	10.42	16.81	22.82	0.04	1.33	0.81
2028	1.11	9.21	12.00	0.02	0.79	0.45
Total Maximum Daily Emissions	**62.54**	**92.86**	**87.82**	**0.24**	**10.95**	**5.20**
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

Source: CalEEMod construction-source (unmitigated) emissions are presented in Appendix 3.2 to the Project's AQIA (*Technical Appendix B1*).
(Urban Crossroads, 2023a, Table 3-5)

❑ Regional Operational Emissions

As previously stated, CalEEMod utilizes summer and winter EMFAC2021 emission factors in order to derive vehicle emissions associated with Project operational activities, which vary by season. The estimated operational-source emissions are summarized on Table 4.3-20, *Summary of Peak Operational Emissions – Land Use Scenario 1*, for land use Scenario 1, Table 4.3-21, *Summary of Peak Operational Emissions – Land Use Scenario 2*, for land use Scenario 2, and Table 4.3-22, *Summary of Peak Operational Emissions – Land Use Scenario 3*, for land use Scenario 3. Detailed operation model outputs for the Project are presented in Appendices 3.3 through 3.8 to the Project's AQIA (*Technical Appendix C*). As shown in Table 4.3-20, implementation of land use Scenario 1 would result in emissions of NO_X that would exceed the SCAQMD regional thresholds of significance for this pollutant with buildout of OVNSP PA 1, while full buildout and operation of land use Scenario 1 (inclusive of OVNSP PAs 1 and 2) would exceed the SCAQMD regional thresholds of significance for VOC and NO_X. As shown in Table 4.3-21, implementation of land use Scenario 2 and buildout of OVNSP PA 1 would result in emissions of VOC and NO_X that would exceed the SCAQMD regional thresholds for these pollutants, while full buildout of OVNSP PAs 1 and 2 under land use Scenario 2 would result in emissions of VOC, NO_X, CO, PM_{10}, and $PM_{2.5}$ that would exceed the SCAQMD regional thresholds of significance for these pollutants. As shown in Table 4.3-22, implementation of land use Scenario 3 would result in emissions of NO_X that would exceed the SCAQMD regional thresholds of significance for this pollutant with buildout of OVNSP PA 1 and with full buildout of OVNSP PAs 1 and 2. As previously indicated in Table 4.3-2, the SCAB is designated as nonattainment for O_3, PM_{10}, and $PM_{2.5}$. VOCs and NO_X

Table 4.3-20 Summary of Peak Operational Emissions – Land Use Scenario 1

Year	Source	Emissions (lbs/day)					
		VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
2025 (PA 1)	Summer						
	Mobile Source	10.08	110.10	128.90	1.21	55.10	15.54
	Area Source	30.97	0.36	42.70	0.00	0.06	0.08
	Cargo Handling Equipment	0.47	1.50	65.78	0.00	0.12	0.11
	Total Maximum Daily Emissions	**41.80**	**117.00**	**241.61**	**1.24**	**55.66**	**16.11**
	SCAQMD Regional Threshold	55	55	550	150	150	55
	Threshold Exceeded?	**NO**	**YES**	**NO**	**NO**	**NO**	**NO**
	Winter						
	Mobile Source	9.67	115.30	110.60	1.20	55.10	15.54
	Area Source	23.97	0.00	0.00	0.00	0.00	0.00
	Cargo Handling Equipment	0.47	1.50	65.78	0.00	0.12	0.11
	Total Maximum Daily Emissions	**34.39**	**121.84**	**180.61**	**1.23**	**55.60**	**16.03**
	SCAQMD Regional Threshold	55	55	550	150	150	55
	Threshold Exceeded?	**NO**	**YES**	**NO**	**NO**	**NO**	**NO**
2028 (PAs 1 & 2)	Summer						
	Mobile Source	14.92	101.11	180.20	1.33	72.60	19.99
	Area Source	95.87	5.11	168.70	0.29	15.96	15.68
	Energy Source	0.34	6.00	4.64	0.04	0.46	0.46
	Cargo Handling Equipment	0.47	1.50	65.78	0.00	0.12	0.11
	Total Maximum Daily Emissions	**111.60**	**113.72**	**419.32**	**1.66**	**89.14**	**36.24**
	SCAQMD Regional Threshold	55	55	550	150	150	55
	Threshold Exceeded?	**YES**	**YES**	**NO**	**NO**	**NO**	**NO**
	Winter						
	Mobile Source	14.21	106.12	152.40	1.31	72.60	19.99
	Area Source	87.77	4.63	113.00	0.29	15.90	15.60
	Energy Source	0.34	6.00	4.64	0.04	0.46	0.46
	Cargo Handling Equipment	0.47	1.50	65.78	0.00	0.12	0.11
	Total Maximum Daily Emissions	**102.79**	**118.25**	**335.82**	**1.64**	**89.08**	**36.16**
	SCAQMD Regional Threshold	55	55	550	150	150	55
	Threshold Exceeded?	**YES**	**YES**	**NO**	**NO**	**NO**	**NO**

(Urban Crossroads, 2023a, Table 3-11)

Table 4.3-21 Summary of Peak Operational Emissions – Land Use Scenario 2

Year	Source	Emissions (lbs/day)					
		VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
2025 (PA 1)	Summer						
	Mobile Source	23.42	204.90	405.50	2.54	136.10	37.60
	Area Source	30.97	0.36	42.70	0.00	0.06	0.08
	Cargo Handling Equipment	0.47	1.50	65.78	0.00	0.12	0.11
	Total Maximum Daily Emissions	**55.14**	**211.80**	**518.21**	**2.57**	**136.66**	**38.17**
	SCAQMD Regional Threshold	55	55	550	150	150	55
	Threshold Exceeded?	**YES**	**YES**	**NO**	**NO**	**NO**	**NO**
	Winter						
	Mobile Source	22.61	215.60	333.00	2.47	136.10	37.60
	Area Source	23.97	0.00	0.00	0.00	0.00	0.00
	Cargo Handling Equipment	0.47	1.50	65.78	0.00	0.12	0.11
	Total Maximum Daily Emissions	**47.33**	**222.14**	**403.01**	**2.50**	**136.60**	**38.09**
	SCAQMD Regional Threshold	55	55	550	150	150	55
	Threshold Exceeded?	**NO**	**YES**	**NO**	**NO**	**NO**	**NO**
2028 (PAs 1 & 2)	Summer						
	Mobile Source	28.15	189.90	475.80	2.75	170.60	46.36
	Area Source	95.87	5.11	168.70	0.29	15.96	15.68
	Energy Source	0.34	6.00	4.64	0.04	0.46	0.46
	Cargo Handling Equipment	0.47	1.50	65.78	0.00	0.12	0.11
	Total Maximum Daily Emissions	**124.83**	**202.51**	**714.92**	**3.08**	**187.14**	**62.61**
	SCAQMD Regional Threshold	55	55	550	150	150	55
	Threshold Exceeded?	**YES**	**YES**	**YES**	**NO**	**YES**	**YES**
	Winter						
	Mobile Source	26.98	199.20	389.30	2.68	170.60	46.36
	Area Source	87.77	4.63	113.00	0.29	15.90	15.60
	Energy Source	0.34	6.00	4.64	0.04	0.46	0.46
	Cargo Handling Equipment	0.47	1.50	65.78	0.00	0.12	0.11
	Total Maximum Daily Emissions	**115.56**	**211.33**	**572.72**	**3.01**	**187.08**	**62.53**
	SCAQMD Regional Threshold	55	55	550	150	150	55
	Threshold Exceeded?	**YES**	**YES**	**YES**	**NO**	**YES**	**YES**

(Urban Crossroads, 2023a, Table 3-12)

Table 4.3-22 Summary of Peak Operational Emissions – Land Use Scenario 3

Year	Source	Emissions (lbs/day)					
		VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
2025 (PA 1)	Summer						
	Mobile Source	10.08	110.10	128.90	1.21	55.10	15.54
	Area Source	30.97	0.36	42.70	0.00	0.06	0.08
	Cargo Handling Equipment	0.47	1.50	65.78	0.00	0.12	0.11
	Total Maximum Daily Emissions	**41.80**	**117.00**	**241.61**	**1.24**	**55.66**	**16.11**
	SCAQMD Regional Threshold	55	55	550	150	150	55
	Threshold Exceeded?	**NO**	**YES**	**NO**	**NO**	**NO**	**NO**
	Winter						
	Mobile Source	9.67	115.30	110.60	1.20	55.10	15.54
	Area Source	23.97	0.00	0.00	0.00	0.00	0.00
	Cargo Handling Equipment	0.47	1.50	65.78	0.00	0.12	0.11
	Total Maximum Daily Emissions	**34.39**	**121.84**	**180.61**	**1.23**	**55.60**	**16.03**
	SCAQMD Regional Threshold	55	55	550	150	150	55
	Threshold Exceeded?	**NO**	**YES**	**NO**	**NO**	**NO**	**NO**
2028 (PAs 1 & 2)	Summer						
	Mobile Source	13.18	99.13	160.70	1.28	67.60	18.70
	Area Source	32.92	0.38	45.34	0.00	0.06	0.08
	Energy Source	0.32	5.74	4.82	0.03	0.43	0.43
	Cargo Handling Equipment	0.47	1.50	65.78	0.00	0.12	0.11
	Total Maximum Daily Emissions	**46.89**	**106.75**	**276.64**	**1.31**	**68.21**	**19.32**
	SCAQMD Regional Threshold	55	55	550	150	150	55
	Threshold Exceeded?	**NO**	**YES**	**NO**	**NO**	**NO**	**NO**
	Winter						
	Mobile Source	12.57	104.00	136.30	1.26	67.60	18.70
	Area Source	25.49	0.00	0.00	0.00	0.00	0.00
	Energy Source	0.32	5.74	4.82	0.03	0.43	0.43
	Cargo Handling Equipment	0.47	1.50	65.78	0.00	0.12	0.11
	Total Maximum Daily Emissions	**38.85**	**111.24**	**206.90**	**1.29**	**68.15**	**19.24**
	SCAQMD Regional Threshold	55	55	550	150	150	55
	Threshold Exceeded?	**NO**	**YES**	**NO**	**NO**	**NO**	**NO**

(Urban Crossroads, 2023a, Table 3-13)

are precursors to ozone formation. Thus, for land use Scenario 1, the Project's emissions of VOCs and NO_X would cumulatively contribute to a net increase of criteria pollutants (O_3) for which the SCAB is considered nonattainment. For land use Scenario 2, the Project's emissions of VOC, NO_X, PM_{10}, and $PM_{2.5}$ would cumulatively contribute to a net increase of criteria pollutants (O_3, PM_{10}, and $PM_{2.5}$) for which the SCAB is considered nonattainment. For land use Scenario 3, the Project's emissions of NO_X would cumulatively contribute to a net increase of criteria pollutants (O_3) for which the SCAB is considered nonattainment. Although the SCAB is considered attainment for CO, because the Project would exceed the SCAQMD regional threshold for this pollutant with implementation of land use Scenario 2, impacts due to emissions of CO are conservatively evaluated as significant for land use Scenario 2, only. Accordingly, the Project's long-term operational emissions would result in the following significant impacts that would require mitigation: (Urban Crossroads, 2023a, pp. 54, 56, and 57)

- Land Use Scenario 1: Significant impacts due to emissions of VOC and NOx that would exceed the SCAQMD regional threshold for these pollutants and therefore would contribute to a net increase of a criteria pollutant (O_3) for which the region is considered nonattainment.

- Land Use Scenario 2: Significant impacts due to emissions of VOC, NO_X, CO, PM_{10}, and $PM_{2.5}$ that would exceed the SCAQMD regional thresholds for these pollutants and therefore would contribute to a net increase of criteria pollutants (O_3, PM_{10}, and $PM_{2.5}$) for which the region is considered nonattainment.

- Land Use Scenario 3: Significant impacts due to emissions of NO_X that would exceed the SCAQMD regional threshold for this pollutant and therefore would contribute to a net increase of a criteria pollutant (O_3) for which the region is considered nonattainment.

❑ Emissions from Overlap of Construction- and Operational-Related Activities

Based on the assumed construction and buildout schedule of the proposed Project, there is potential for overlap between construction and operational activity. The preceding analysis of the construction emissions and operational emissions was completed pursuant to the 1993 CEQA Handbook published by the SCAQMD, which details parameters to quantify construction and operation emissions separately and compare each to the applicable construction and operational thresholds of significance. SCAQMD has not developed or published a combined construction and operational emission significance threshold. Notwithstanding, and for the purposes of full disclosure, the total peak daily emissions for both construction emissions and operational emissions are shown in Table 4.3-23, *Construction and Operational Emissions Overlap Summary – Scenario 1*, for land use Scenario 1; Table 4.3-24, *Construction and Operational Emissions Overlap Summary – Scenario 2*, for land use Scenario 2; and Table 4.3-25, *Construction and Operational Emissions Overlap Summary – Scenario 3*, for land use Scenario 3. As shown in these tables, the combined construction and operational emissions would not exceed any SCAQMD Regional Thresholds that aren't already exceeded when considering full operation of the Project under each of the three land use Scenarios. As such, there would be no additional impacts due to combined construction and operational emissions beyond those impacts identified above for the Project's long-term operational emissions for each of the Project's land use Scenarios. (Urban Crossroads, 2023a, p. 49)

Table 4.3-23 Construction and Operational Emissions Overlap Summary – Scenario 1

Source	Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Summer						
PA 1 Operations	2.36	18.68	40.06	0.05	2.71	0.80
PA 2 Construction	40.87	110.36	169.20	1.21	54.56	15.50
Winter						
PA 1 Operations	36.70	18.79	37.22	0.05	2.87	0.80
PA 2 Construction	1.19	11.92	25.30	0.03	2.41	0.66
Total Maximum Daily Emissions	**43.23**	**129.04**	**209.26**	**1.26**	**57.27**	**16.30**

Source: CalEEMod construction-source (unmitigated) emissions are presented in Appendix 3.1 and operational-source (mitigated) emissions are presented in Appendix 3.3 to the Project's AQIA (*Technical Appendix C*).

(Urban Crossroads, 2023a, Table 3-6)

Table 4.3-24 Construction and Operational Emissions Overlap Summary – Scenario 2

Source	Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Summer						
PA 1 Operations	2.36	18.68	40.06	0.05	2.71	0.80
PA 2 Construction	53.95	205.16	439.50	2.52	135.06	37.24
Winter						
PA 1 Operations	36.70	18.79	37.22	0.05	2.87	0.80
PA 2 Construction	46.14	214.60	326.40	2.45	135.00	37.16
Total Maximum Daily Emissions	**82.84**	**233.39**	**479.56**	**2.57**	**137.87**	**38.04**

Source: CalEEMod construction-source (unmitigated) emissions are presented in Appendix 3.1 and operational-source (mitigated) emissions are presented in Appendix 3.5 to the Project's AQIA (*Technical Appendix C*).

(Urban Crossroads, 2023a, Table 3-7)

Table 4.3-25 Construction and Operational Emissions Overlap Summary – Scenario 3

Source	Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Summer						
PA 1 Operations	2.23	17.78	30.95	0.04	0.82	0.34
PA 2 Construction	40.87	110.36	169.20	1.21	54.56	15.50
Winter						
PA 1 Operations	9.95	17.81	30.30	0.04	0.82	0.34
PA 2 Construction	33.47	115.10	108.70	1.19	54.50	15.42
Total Maximum Daily Emissions	**43.42**	**132.91**	**200.15**	**1.25**	**55.38**	**15.84**

Source: CalEEMod construction-source (unmitigated) emissions are presented in Appendix 3.2 and operational-source (mitigated) emissions are presented in Appendix 3.7 to the Project's AQIA (*Technical Appendix C*).

(Urban Crossroads, 2023a, Table 3-8)

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

During construction and operational activities, the Project has the potential to expose nearby sensitive receptors to substantial pollutant concentrations. The following provides an analysis based on the applicable LSTs established by the State of California and SCAQMD, an analysis of the Project's potential to result in or contribute to CO "hot spots," and an analysis of the Project's potential to result in cancer risks and non-cancer health hazards.

A. Localized Significance Thresholds (LSTs) Analysis

Construction-Source Localized Emissions

Emissions during the peak construction activity would not exceed the SCAQMD's localized significance thresholds at the maximally exposed receptor location, as illustrated on Table 4.3-26, *Localized Significance Summary – Peak Construction*. Outputs from the model runs for construction LSTs are provided in Appendix 3.21 to the Project's AQIA (*Technical Appendix C*). All other modeled locations in the study area would experience a lesser concentration and consequently a lesser impact than disclosed in Table 4.3-26. Additionally, it is not anticipated that on-site receptors located in OVNSP PA 2 would experience any construction-related emissions from OVNSP PA 1, as OVNSP PA 1 is anticipated to be developed first. As such, the Project's localized impacts during construction activity would be less than significant.

Table 4.3-26 Localized Significance Summary – Peak Construction

Peak Construction	CO		NO_2	PM_{10}	$PM_{2.5}$
	Averaging Time				
	1-Hour	8-Hour	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	0.03	0.01	2.62E-02	0.52	0.28
Background Concentration [A]	2.0	1.6	0.057		
Total Concentration	**2.03**	**1.61**	**0.08**	**0.52**	**0.28**
SCAQMD Localized Significance Threshold	20	9	0.18	10.4	10.4
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**

[A] Highest concentration from the last three years of available data.
Notes: PM_{10} and $PM_{2.5}$ concentrations are expressed in $\mu g/m^3$. All others are expressed in ppm.
(Urban Crossroads, 2023a, Table 3-17)

(Urban Crossroads, 2023a, p. 72)

Operational-Source Localized Emissions

The LST analysis generally includes on-site sources (area, energy, mobile, and on-site cargo handling equipment, as previously described in subsection 4.3.3.E.5). However, it should be noted that the CalEEMod outputs do not separate on-site and off-site emissions from mobile sources. As such, to establish a maximum

potential impact scenario for analytic purposes, the modeled emissions include all on-site Project-related stationary (area) sources and on-site Project-related mobile emissions. In order to account for on-site mobile emissions, a trip length of 3.0 miles was utilized for the proposed warehouse uses for both trucks and passenger cars in OVNSP PA 1 and 0.5-mile was used for OVNSP PA 2 for the Project's residential and church uses for passenger cars, only. (Urban Crossroads, 2023a, p. 72)

In order to account for any potential impacts to on-site receptors located in OVNSP PA 2 as a result of operational activity occurring in PA 1, a scenario conservatively assuming 2025 emissions was analyzed. Because land use Scenario 2 would generate the greatest number of vehicle trips, it was selected for the 2025 analysis in order to evaluate worst-case emissions. As shown in Table 4.3-27, *Localized Significance Summary Peak Operations – Land Use Scenario 2 for OVNSP Planning Area 1*, emissions would not exceed SCAQMD's localized significance thresholds at the maximally exposed on-site receptors as a result of operational activities occurring in OVNSP PA 1. (Urban Crossroads, 2023a, p. 72)

Table 4.3-27 Localized Significance Summary Peak Operations – Land Use Scenario 2 for OVNSP Planning Area 1

Peak Construction	CO		NO_2	PM_{10}	$PM_{2.5}$
	Averaging Time				
	1-Hour	8-Hour	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	5.26E-02	4.09E-02	8.89E-03	2.16	0.66
Background Concentration [A]	2.0	1.6	0.057		
Total Concentration	**2.05**	**1.64**	**0.07**	**2.16**	**0.66**
SCAQMD Localized Significance Threshold	20	9	0.18	2.5	2.5
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**

[A] Highest concentration from the last three years of available data.
Notes: PM_{10} and $PM_{2.5}$ concentrations are expressed in $\mu g/m^3$. All others are expressed in ppm.
(Urban Crossroads, 2023a, Table 3-18)

Additionally, emissions during peak operational activity would exceed the SCAQMD's localized significance thresholds for PM_{10} and $PM_{2.5}$ at the maximally impacted receptor location for land use Scenarios 1 and 2, as illustrated on Table 4.3-28, *Localized Significance Summary Peak Operations – Land Use Scenario 1 for OVNSP Planning Areas 1 and 2*, and Table 4.3-29, *Localized Significance Summary Peak Operations – Land Use Scenario 2 for OVNSP Planning Areas 1 and 2* As shown in Table 4.3-30, *Localized Significance Summary Peak Operations – Land Use Scenario 3 for OVNSP Planning Areas 1 and 2*, emissions during peak operational activity would not exceed the SCAQMD's localized significance thresholds for any pollutant with implementation of land use Scenario 3. Outputs from the model runs for operational LSTs are provided in Appendices 3.22 through 3.25 to the Project's AQIA (*Technical Appendix C*). All other modeled locations in the study area would experience a lesser concentration and consequently a lesser impact. As such, the Project's localized impacts during operational activity would be less than significant with implementation of land use

Table 4.3-28 Localized Significance Summary Peak Operations – Land Use Scenario 1 for OVNSP Planning Areas 1 and 2

Peak Construction	CO		NO_2	PM_{10}	$PM_{2.5}$
	Averaging Time				
	1-Hour	8-Hour	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	7.75E-02	5.23E-02	6.20E-03	3.54	2.67
Background Concentration [A]	2.0	1.6	0.057		
Total Concentration	**2.08**	**1.65**	**0.06**	**3.54**	**2.67**
SCAQMD Localized Significance Threshold	20	9	0.18	2.5	2.5
Threshold Exceeded?	**NO**	**NO**	**NO**	**YES**	**YES**

[A] Highest concentration from the last three years of available data.
Notes: PM_{10} and $PM_{2.5}$ concentrations are expressed in $\mu g/m^3$. All others are expressed in ppm.

(Urban Crossroads, 2023a, Table 3-20)

Table 4.3-29 Localized Significance Summary Peak Operations – Land Use Scenario 2 for OVNSP Planning Areas 1 and 2

Peak Construction	CO		NO_2	PM_{10}	$PM_{2.5}$
	Averaging Time				
	1-Hour	8-Hour	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	8.53E-02	5.66E-02	9.00E-03	4.25	2.82
Background Concentration [A]	2.0	1.6	0.057		
Total Concentration	**2.09**	**1.66**	**0.07**	**4.25**	**2.82**
SCAQMD Localized Significance Threshold	20	9	0.18	2.5	2.5
Threshold Exceeded?	**NO**	**NO**	**NO**	**YES**	**YES**

[A] Highest concentration from the last three years of available data.
Notes: PM_{10} and $PM_{2.5}$ concentrations are expressed in $\mu g/m^3$. All others are expressed in ppm.

(Urban Crossroads, 2023a, Table 3-22)

Table 4.3-30 Localized Significance Summary Peak Operations – Land Use Scenario 3 for OVNSP Planning Areas 1 and 2

Peak Construction	CO		NO_2	PM_{10}	$PM_{2.5}$
	Averaging Time				
	1-Hour	8-Hour	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	4.29E-02	2.84E-02	5.31E-03	1.20	0.39
Background Concentration [A]	2.0	1.6	0.057		
Total Concentration	**2.04**	**1.63**	**0.06**	**1.20**	**0.39**
SCAQMD Localized Significance Threshold	20	9	0.18	2.5	2.5
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**

[A] Highest concentration from the last three years of available data.
Notes: PM_{10} and $PM_{2.5}$ concentrations are expressed in $\mu g/m^3$. All others are expressed in ppm.

(Urban Crossroads, 2023a, Table 3-24)

Scenario 3, but the Project's localized impacts during operational activity for land use Scenarios 1 and 2 would exceed the SCAQMD LSTs for PM_{10} and $PM_{2.5}$, resulting in a significant impact for which mitigation would be required. (Urban Crossroads, 2023a, p. 73)

B. Carbon Monoxide "Hot Spots"

An adverse CO concentration, known as a "hot spot," would occur if an exceedance of the State one-hour standard of 20 ppm or the eight-hour standard of 9 ppm were to occur. It has long been recognized that CO hotspots are caused by vehicular emissions, primarily when idling at congested intersections. In response, vehicle emissions standards have become increasingly stringent in the last twenty years. Currently, the allowable CO emissions standard in California is a maximum of 3.4 grams/mile for passenger cars (there are requirements for certain vehicles that are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of increasingly sophisticated and efficient emissions control technologies, CO concentration in the SCAB is now designated as attainment, as previously noted in Table 4.3-2. (Urban Crossroads, 2023a, p. 76)

To establish a more accurate record of baseline CO concentrations affecting the SCAB, a CO "hot spot" analysis was conducted in 2003 for four busy intersections in Los Angeles at the peak morning and afternoon time periods. This "hot spot" analysis did not predict any violation of CO standards, as shown on Table 3-26 of the Project's AQIA (*Technical Appendix C)*. (Urban Crossroads, 2023a, p. 76)

Based on the SCAQMD's 2003 AQMP and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan), peak carbon monoxide concentrations in the SCAB were a result of unusual meteorological and topographical conditions and not a result of traffic volumes and congestion at a particular intersection. As evidence of this, for example, 8.4 ppm 8-hr CO concentration measured at the Long Beach Boulevard and Imperial Highway intersection (highest CO generating intersection within the "hot spot" analysis), only 0.7 ppm was attributable to the traffic volumes and congestion at this intersection; the remaining 7.7 ppm were due to the ambient air measurements at the time the 2003 AQMP was prepared. In contrast, an adverse CO concentration, known as a "hot spot", would occur if an exceedance of the state one-hour standard of 20 parts per million (ppm) or the eight-hour standard of 9 ppm were to occur. (Urban Crossroads, 2023a, p. 76)

The ambient 1-hr and 8-hr CO concentration within the Project study area is estimated to be 2.0 ppm and 1.6 ppm, respectively (data from Central San Bernardino Valley monitoring station for 2021). Therefore, even if the traffic volumes for the proposed Project were double or even triple of the traffic volumes generated at the Long Beach Boulevard and Imperial Highway intersection, coupled with the on-going improvements in ambient air quality, the Project would not be capable of resulting in a CO "hot spot" at any study area intersections. (Urban Crossroads, 2023a, pp. 76-77)

Similar considerations are also employed by other Air Districts when evaluating potential CO concentration impacts. More specifically, the Bay Area Air Quality Management District (BAAQMD) concludes that under existing and future vehicle emission rates, a given project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour (vph) – or 24,000 vph where vertical and/or horizontal air does not mix – in order to generate a significant CO impact. Traffic volumes generating the CO concentrations

for the "hot spot" analysis are shown on Table 3-27 of the Project's AQIA (*Technical Appendix C*). The busiest intersection evaluated was that at Wilshire Boulevard and Veteran Avenue, which has a daily traffic volume of approximately 100,000 vph and AM/PM traffic volumes of 8,062 vph and 7,719 vph respectively. The 2003 AQMP estimated that the 1-hour concentration for this intersection was 4.6 ppm; this indicates that, should the daily traffic volume increase four times to 400,000 vehicles per day, CO concentrations (4.6 ppm x 4 = 18.4 ppm) still would not likely exceed the most stringent 1-hour CO standard (20.0 ppm). (Urban Crossroads, 2023a, p. 77)

The top four AM and PM maximum traffic volumes for the Project study area under Scenario 1 during 2025 and 2028 operations are identified in Table 4.3-31, *Peak Hour Traffic Volumes – Land Use Scenario 1*. During 2025 operations, the intersection of Interstate 10 (I-10) Westbound (WB) Ramps and Cherry Valley Boulevard would have the highest AM traffic volumes of 2,603 vph. The intersection of I-10 Eastbound (EB) Ramps and Cherry Valley Boulevard would have the highest PM traffic volumes of 2,818 vph. During 2028 operations, as summarized on Table 4.3-31, the intersection of I-10 WB Ramps and Cherry Valley Boulevard would have the highest AM traffic volumes of 3,219 vph. The intersection of I-10 EB Ramps and Cherry Valley Boulevard would have the highest PM traffic volumes of 3,386 vph. The total traffic volumes at the intersections considered are less than the traffic volumes identified in the 2003 AQMP. As such, the Project considered herein along with background and cumulative development would not produce the volume of traffic required to generate a CO "hot spot" either in the context of the 2003 Los Angeles hot spot study or based on representative BAAQMD CO threshold considerations. Therefore, CO "hot spots" are not an environmental impact of concern for the Project. Localized air quality impacts related to mobile-source emissions with implementation of land use Scenario 1 would therefore be less than significant. (Urban Crossroads, 2023a, pp. 77-78)

The top four AM and PM maximum traffic volumes for the Project study area under Scenario 2 during 2025 and 2028 operations are identified in Table 4.3-32, *Peak Hour Traffic Volumes – Land Use Scenario 2*. During 2025 operations, the intersection of I-10 WB Ramps and Cherry Valley Boulevard would have the highest AM traffic volumes of 2,817 vph. The intersection of I-10 EB Ramps and Cherry Valley Boulevard would have the highest PM traffic volumes of 2,859 vph. During 2028 operations, as summarized on Table 4.3-32, the intersection of I-10 WB Ramps and Cherry Valley Boulevard would have the highest AM traffic volumes of 3,432 vph. The intersection of I-10 EB Ramps and Singleton Road would have the highest PM traffic volumes of 3,951 vph. The total traffic volumes at the intersections considered are less than the traffic volumes identified in the 2003 AQMP. As such, the Project considered herein along with background and cumulative development would not produce the volume of traffic required to generate a CO "hot spot" either in the context of the 2003 Los Angeles hot spot study or based on representative BAAQMD CO threshold considerations. Therefore, CO "hot spots" are not an environmental impact of concern for the Project. Localized air quality impacts related to mobile-source emissions with implementation of land use Scenario 2 would therefore be less than significant. (Urban Crossroads, 2023a, p. 79)

Table 4.3-31 Peak Hour Traffic Volumes – Land Use Scenario 1

Intersection Location	Peak Traffic Volumes (vph)				
	Northbound (AM/PM)	Southbound (AM/PM)	Eastbound (AM/PM)	Westbound (AM/PM)	Total (AM/PM)
2025 Operations					
Calimesa Bl. / Sandalwood Dr. - 5th St.	846/613	480/668	354/272	355/257	2,035/1,810
Roberts Rd. / Cherry Valley Bl.	156/171	710/515	747/694	836/1,182	2,449/2,562
I-10 EB Ramps / Cherry Valley Bl.	0/0	706/1,204	1,009/914	620/700	2,335/2,818
I-10 WB Ramps / Cherry Valley Bl.	517/515	0/0	1,101/1,171	985/885	2,603/2,571
2028 Operations					
I-10 EB Ramps / Singleton Rd.	0/0	497/1,020	994/1,298	910/1,240	2,401/3,558
I-10 WB Ramps / Singleton Rd.	535/974	0/0	859/1,311	1,145/1,305	2,539/3,590
Calimesa Bl. / Singleton Rd.	577/384	288/565	787/1,286	1047/974	2,699/3,209
Roberts Rd. / Cherry Valley Bl.	165/183	840/655	856/884	947/1,384	2,808/3,106
I-10 EB Ramps / Cherry Valley Bl.	0/0	803/1,343	1,156/1,074	862/992	2,821/3,409
I-10 WB Ramps / Cherry Valley Bl.	624/722	0/0	1,310/1,403	1,285/1,261	3,219/3,386

(Urban Crossroads, 2023a, Table 3-28)

Table 4.3-32 Peak Hour Traffic Volumes – Land Use Scenario 2

Intersection Location	Peak Traffic Volumes (vph)				
	Northbound (AM/PM)	Southbound (AM/PM)	Eastbound (AM/PM)	Westbound (AM/PM)	Total (AM/PM)
2025 Operations					
Calimesa Bl. / Singleton Rd.	785/299	246/426	608/849	667/451	2,306/2,025
Roberts Rd. / Cherry Valley Bl.	156/171	710/515	762/714	855/1,185	2,483/2,585
I-10 EB Ramps / Cherry Valley Bl.	0/0	706/1,204	1,024/934	740/721	2,470/2,859
I-10 WB Ramps / Cherry Valley Bl.	596/624	0/0	1,116/1,191	1,105/907	2,817/2,722
Calimesa Bl. / Cherry Valley Bl.	0/0	251/279	889/11,24	1,064/786	2,204/2,189
2028 Operations					
I-10 EB Ramps / Singleton Rd.	0/0	651/1,235	1,008/1,318	996/1,256	2,655/3,809
I-10 WB Ramps / Singleton Rd.	588/1,048	0/0	1,028/1,546	1,429/1,357	3,045/3,951
Calimesa Bl. / Singleton Rd.	898/441	302/585	1,008/1,595	1,061/994	3,269/3,615
I-10 EB Ramps / Cherry Valley Bl.	0/0	803/1,343	1,170/1,094	982/1,013	2,955/3,450
I-10 WB Ramps / Cherry Valley Bl.	703/833	0/0	1,324/1,423	1,405/1,283	3,432/3,539

(Urban Crossroads, 2023a, Table 3-29)

The top four for each AM and PM maximum traffic volumes for the Project study area under Scenario 3 during 2025 and 2028 operations are identified in Table 4.3-33, *Peak Hour Traffic Volumes – Land Use Scenario 3*. During 2025 operations, the intersection of Beckwith Avenue and Singleton Road would have the highest AM traffic volumes of 30 vph. The intersection Calimesa Boulevard and Singleton Road would have the highest PM traffic volumes of 740 vph. During 2028 operations, as summarized on Table 4.3-33, the intersection of Beckwith Avenue and Singleton Road would have the highest AM traffic volumes of 30 vph. The intersection of I-10 EB Ramps and Singleton Road would have the highest PM traffic volumes of 2,256 vph. The total traffic volumes at the intersections considered are less than the traffic volumes identified in the 2003 AQMP. As such, the Project considered herein along with background and cumulative development would not produce the volume of traffic required to generate a CO "hot spot" either in the context of the 2003 Los Angeles hot spot study or based on representative BAAQMD CO threshold considerations. Therefore, CO "hot spots" are not an environmental impact of concern for the Project. Localized air quality impacts related to mobile-source emissions with implementation of land use Scenario 3 would therefore be less than significant. (Urban Crossroads, 2023a, p. 79)

Table 4.3-33 Peak Hour Traffic Volumes – Land Use Scenario 3

Intersection Location	Peak Traffic Volumes (vph)				
	Northbound (AM/PM)	Southbound (AM/PM)	Eastbound (AM/PM)	Westbound (AM/PM)	Total (AM/PM)
2025 Operations					
I-10 EB Ramps / Singleton Rd.	0/0	1/1	0/5	1/210	2/216
Calimesa Bl. / Singleton Rd.	0/81	1/202	0/156	27/301	28/740
Beckwith Av. / Singleton Rd.	0/38	0/0	30/232	0/292	30/562
Roberts Rd. / Singleton Rd.	4/9	0/4	0/0	2/5	6/18
Calimesa Bl. / Sandalwood Dr. - 5th St.	0/538	0/466	0/163	0/248	0/1,415
Roberts Rd. / Cherry Valley Bl.	0/175	0/49	0/467	0/654	0/1,345
I-10 EB Ramps / Cherry Valley Bl.	0/0	0/653	0/606	0/261	0/1,520
I-10 WB Ramps / Cherry Valley Bl.	0/186	0/0	0/694	0/343	0/1223
2028 Operations					
I-10 EB Ramps / Singleton Rd.	0/0	1/542	0/798	1/916	2/2,256
Calimesa Bl. / Singleton Rd.	0/304	1/328	0/795	27/748	28/2,175
Beckwith Av. / Singleton Rd.	0/230	0/0	30/707	0/593	30/1,530
Roberts Rd. / Singleton Rd.	4/187	0/443	0/386	2/900	6/1,916
Roberts Rd. / Cherry Valley Bl.	0/186	0/620	0/840	0/1,120	0/2,766
I-10 EB Ramps / Cherry Valley Bl.	0/0	0/986	0/1,056	0/871	0/2,913
I-10 WB Ramps / Cherry Valley Bl.	0/577	0/0	0/1,295	0/1,045	0/2,917
Calimesa Bl. / Cherry Valley Bl.	0/0	0/462	0/1,059	0/805	0/2,326

(Urban Crossroads, 2023a, Table 3-30)

C. *Project-Related DPM Source Cancer and Non-Cancer Risks*

A Project-specific HRA was prepared for the Project based on SCAQMD guidelines to produce conservative estimates of risk posed by exposure to DPM. The Project's HRA is included as *Technical Appendix D* to this EIR. A discussion of the methodology and modeling inputs used by the Project's HRA previously was provided in subsection 4.3.3.E. Figure 4.3-12 (previously presented) depicts the modeled emissions sources for construction activity, while the modeled emission sources for Project operations previously were shown on Figure 4.3-13 for on-site sources and Figure 4.3-14 for off-site sources. Nearby sensitive receptors considered in the analysis previously were depicted on Figure 4.3-11. Provided below is a summary of the results of the HRA for the Maximally Exposed Individual Receptor (MEIR) and Maximally Exposed Individual Worker (MEIW), and Maximally Exposed Individual School Child (MEISC).

1. Construction Impacts

The land use with the greatest potential exposure to Project construction-source DPM emissions is Location R6 which is located approximately 37 feet southeast of the Project site at the Calimesa Mobile Home Park at 10320 Calimesa Boulevard. Since there are no private outdoor living areas (backyards) facing the Project site, R7 is placed at the building façade. Because DPM emissions associated with construction activities would not substantially differ under land use Scenarios 1, 2, or 3, risk to nearby receptors as a result of Project construction activities would not substantially differ under each of the three scenarios. At the MEIR, with buildout of land use Scenarios 1, 2, or 3, the maximum incremental cancer risk attributable to Project construction-source DPM emissions is estimated at 5.17 in one million, which is less than the SCAQMD's significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be <0.01, which would not exceed the applicable threshold of 1.0. Although Location R6 is not the nearest receptor to the Project site, it would experience the highest concentrations of DPM during Project construction due to its proximity and meteorological conditions at the site. Because all other modeled receptors would experience lower concentrations of DPM during Project construction, all other receptors in the vicinity of the Project would be exposed to less emissions and therefore less risk than the MEIR identified herein. As such, the Project would not cause a significant human health or cancer risk to adjacent land uses as a result of Project construction activity. All other receptors during construction activity would experience less risk than what is identified for this location. Therefore, and as summarized in Table 4.3-34, *Summary of Construction Cancer and Non-Cancer Risks – All Land Use Scenarios*, cancer and non-cancer health risk impacts during construction activities would be less than significant. (Urban Crossroads, 2023b, p. 26)

2. Operational Impacts

Residential Exposure Scenario

The analysis evaluated the potential health risk impacts associated with DPM generated by heavy duty trucks accessing proposed OVNSP PA 1 for each land use scenario. Land use Scenarios 1 and 3 would result in identical emissions and health risk impacts as the land uses on PA 1 are identical under these scenarios. The Project's HRA considers potential operational impacts to nearby existing residents, as well as potential future residents within the Holly Hills Specific Plan and on-site residents located within OVNSP PA 2. (Urban Crossroads, 2023b, pp. 26-27)

Table 4.3-34 Summary of Construction Cancer and Non-Cancer Risks – All Land Use Scenarios

Time Period	Location	Maximum Lifetime Cancer Risk (Risk per Million)	Significance Threshold (Risk per Million)	Exceeds Significance Threshold
2.24 Year Exposure	Maximum Exposed Sensitive Receptor (Location R6)	5.17	10	NO
Time Period	**Location**	**Maximum Hazard Index**	**Significance Threshold**	**Exceeds Significance Threshold**
Annual Average	Maximum Exposed Sensitive Receptor (Location R6)	<0.01	1.0	NO

(Urban Crossroads, 2023b, Table ES-1)

The existing residential land use with the greatest potential exposure to Project operational-source DPM emissions is Location R6, which is located approximately 37 feet southeast of the Project site at the Calimesa Mobile Home Park at 10320 Calimesa Boulevard. Because there are no private outdoor living areas (backyards) facing the Project site, R6 is placed at the building façade. At the existing MEIR, the maximum incremental cancer risk attributable to Project operational-source DPM emissions is estimated at 3.37 in one million under Scenarios 1 and 3, and 4.29 in one million under Scenario 2, which are less than the SCAQMD's significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be <0.01 under all scenarios, which would not exceed the applicable significance threshold of 1.0. Location R6 is the nearest receptor to the Project site and would experience the highest concentrations of DPM during Project operation due to its proximity meteorological conditions at the site. Because all other modeled receptors are located at a greater distance than the MEIR analyzed herein, and DPM dissipates with distance from the source, all other receptors in the vicinity of the Project would be exposed to less emissions and therefore less risk than the MEIR identified herein. As such, the Project would not cause a significant human health or cancer risk to adjacent land uses as a result of Project construction activity. All other receptors during operational activity would experience less risk than what is identified for this location. Table 4.3-35, *Summary of Operational Cancer and Non-Cancer Risks – Land Use Scenarios 1 and 3*, and Table 4.3-36, *Summary of Operational Cancer and Non-Cancer Risks – Land Use Scenario 2*, present the operational cancer risk for the evaluated scenarios at the maximally exposed existing, future, and on-site residential receptors. The modeled receptors previously were illustrated on Figure 4.3-11. (Urban Crossroads, 2023b, p. 27)

Worker Exposure Scenario

The worker receptor land use with the greatest potential exposure to Project operational-source DPM emissions is Location R11, which represents the potential worker receptor located approximately 2,194 feet south of the Project site. At the MEIW, the maximum incremental cancer risk impact is 0.05 in one million under Scenarios 1 and 3 and 0.08 in one million under Scenario 2, which is less than the SCAQMD's threshold of 10 in one million. Maximum non-cancer risks at this same location were estimated to be <0.01 under all scenarios, which would not exceed the applicable significance threshold of 1.0. Because all other modeled worker receptors are located at a greater distance than the MEIW analyzed herein, and DPM dissipates with distance from the source, all other worker receptors in the vicinity of the Project would be exposed to less emissions and therefore less risk than the MEIW identified herein. As such, the Project would not cause a significant human health or cancer risk to adjacent workers. The modeled receptors previously were illustrated on Figure 4.3-11. (Urban Crossroads, 2023b, p. 27)

Table 4.3-35 Summary of Operational Cancer and Non-Cancer Risks – Land Use Scenarios 1 and 3

Time Period	Location	Maximum Lifetime Cancer Risk (Risk per Million)	Significance Threshold (Risk per Million)	Exceeds Significance Threshold
30 Year Exposure	Maximum Exposed Sensitive Receptor (Existing, Location R6)	3.37	10	NO
30 Year Exposure	Maximum Exposed Sensitive Receptor (Future, Location FUT1)	1.56	10	NO
30 Year Exposure	Maximum Exposed Sensitive Receptor (On-Site, Location ON2)	3.89	10	NO
25 Year Exposure	Maximum Exposed Worker Receptor (Location R11)	0.05	10	NO
9 Year Exposure	Maximum Exposed Individual School Child (Location R1)	0.35	10	NO
Time Period	**Location**	**Maximum Hazard Index**	**Significance Threshold**	**Exceeds Significance Threshold**
Annual Average	Maximum Exposed Sensitive Receptor (Existing, Location R6)	<0.01	1.0	NO
Annual Average	Maximum Exposed Sensitive Receptor (Future, Location FUT1)	<0.01	1.0	NO
Annual Average	Maximum Exposed Sensitive Receptor (On-Site, Location ON2)	<0.01	1.0	NO
Annual Average	Maximum Exposed Worker Receptor (Location R11)	<0.01	1.0	NO
Annual Average	Maximum Exposed Individual School Child (Location R1)	<0.01	1.0	NO

(Urban Crossroads, 2023b, Table ES-2)

Table 4.3-36 Summary of Operational Cancer and Non-Cancer Risks – Land Use Scenario 2

Time Period	Location	Maximum Lifetime Cancer Risk (Risk per Million)	Significance Threshold (Risk per Million)	Exceeds Significance Threshold
30 Year Exposure	Maximum Exposed Sensitive Receptor (Existing, Location R6)	4.29	10	NO
30 Year Exposure	Maximum Exposed Sensitive Receptor (Future, Location FUT1)	2.06	10	NO
30 Year Exposure	Maximum Exposed Sensitive Receptor (On-Site, Location ON2)	7.27	10	NO
25 Year Exposure	Maximum Exposed Worker Receptor (Location R11)	0.08	10	NO
9 Year Exposure	Maximum Exposed Individual School Child (Location R1)	0.57	10	NO
Time Period	**Location**	**Maximum Hazard Index**	**Significance Threshold**	**Exceeds Significance Threshold**
Annual Average	Maximum Exposed Sensitive Receptor (Existing, Location R6)	<0.01	1.0	NO
Annual Average	Maximum Exposed Sensitive Receptor (Future, Location FUT1)	<0.01	1.0	NO
Annual Average	Maximum Exposed Sensitive Receptor (On-Site, Location ON2)	<0.01	1.0	NO
Annual Average	Maximum Exposed Worker Receptor (Location R11)	<0.01	1.0	NO
Annual Average	Maximum Exposed Individual School Child (Location R1)	<0.01	1.0	NO

(Urban Crossroads, 2023b, Table ES-3)

School Child Exposure Scenario

The nearest school is the Early Learning Academy, located approximately 344 feet northwest of the Project site and represented by Location R1 (refer to Figure 4.3-11). The MEISC is the school receptor that would experience the highest modeled concentrations of DPM, and thus the highest risk. At the MEISC, the maximum incremental cancer risk impact attributable to the Project is calculated to be 0.35 in one million under Scenarios 1 and 3 and 0.57 in one million under Scenario 2, which is less than the significance threshold of 10 in one million. At this same location, non-cancer risks attributable to the Project were calculated to be <0.01 under all scenarios, which would not exceed the applicable significance threshold of 1.0. Because all other modeled school receptors would be exposed to lower concentrations of DPM, all other school receptors in the vicinity of the of the Project would be exposed to less emissions and therefore less risk than the MEISC identified herein. As such, the Project would not cause a significant human health or cancer risk to nearby school children, and impacts would therefore be less than significant. (Urban Crossroads, 2023b, pp. 27-28)

On-Site Residential Exposure Scenario

The analysis evaluated the potential health risk impacts associated with DPM generated by heavy duty trucks accessing OVNSP PA 1 to on-site residential receptors that would be constructed on OVNSP PA 2 under land use Scenarios 1 and 2. Because on-site residential receptors within OVNSP PA 2 would not be present at the time of construction activities within OVNSP PA 1, the analysis only considers potential impacts to on-site receptors resulting from operation of the proposed Project. The on-site receptor with the greatest potential exposure to Project operational emissions is Location ON2 (refer to Figure 4.3-11). At the on-site MEIR, the maximum incremental cancer risk attributable to Project operational-source DPM emissions is estimated at 3.89 in one million under land use Scenario 1 and 7.27 in one million under land use Scenario 2, which are less than the SCAQMD's significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be <0.01 under all scenarios, which would not exceed the applicable significance threshold of 1.0. Accordingly, operational health risk impacts affecting future residenti8al uses on site would be less than significant. (Urban Crossroads, 2023b, p. 28)

3. Construction and Operational Impacts

The land use with the greatest potential exposure to Project construction-source and operational-source DPM emissions is Location R6. As summarized in Table 4.3-37, *Summary of Construction and Operational Cancer and Non-Cancer Risks – Land Use Scenarios 1 and 3*, and Table 4.3-38, *Summary of Construction and Operational Cancer and Non-Cancer Risks – Land Use Scenario 2*, at the MEIR, the maximum incremental cancer risk attributable to Project construction-source and operational-source DPM emissions is estimated at 6.88 in one million under land use Scenarios 1 and 3, and 7.36 in one million under land use Scenario 2, which are less than the threshold of 10 in one million. At this same location, non-cancer risks were estimated to be <0.01 under all land use scenarios, which would not exceed the applicable threshold of 1.0. As such, the Project would not cause a significant human health or cancer risk to nearby residences due to combined construction- and operational-related emissions, and impacts would be less than significant. The modeled receptors previously were illustrated on Figure 4.3-11. It should be noted that for clarity purposes, the receptors presented in Figure 4.3-11 do not represent all modeled receptors and instead presents the nearest receptors that would experience the highest pollutant concentrations. A total of 125 receptors were modeled in the analysis. Appendix 2.6 to the Project's AQIA (*Technical Appendix C*) presents a figure detailing the locations of all receptors as modeled in AERMOD. (Urban Crossroads, 2023b, p. 28)

D. Community Health

Most local agencies, including the City of Calimesa, lack the data to do their own assessment of potential health impacts from criteria air pollutant emissions, as would be required to establish customized, locally-specific thresholds of significance based on potential health impacts from an individual development project. The use of national or "generic" data to fill the gap of missing local data would not yield accurate results because such data does not capture local air patterns, local background conditions, or local population characteristics, all of which play a role in how a population experiences air pollution. Because it is impracticable to accurately isolate the exact cause of a human disease (for example, the role a particular air

Table 4.3-37 Summary of Construction and Operational Cancer and Non-Cancer Risks – Land Use Scenarios 1 and 3

Time Period	Location	Maximum Lifetime Cancer Risk (Risk per Million)	Significance Threshold (Risk per Million)	Exceeds Significance Threshold
30 Year Exposure	Maximum Exposed Sensitive Receptor (Location R6)	6.88	10	NO
Time Period	**Location**	**Maximum Hazard Index**	**Significance Threshold**	**Exceeds Significance Threshold**
Annual Average	Maximum Exposed Sensitive Receptor (Location R6)	<0.01	1.0	NO

(Urban Crossroads, 2023b, Table ES-4)

Table 4.3-38 Summary of Construction and Operational Cancer and Non-Cancer Risks – Land Use Scenario 2

Time Period	Location	Maximum Lifetime Cancer Risk (Risk per Million)	Significance Threshold (Risk per Million)	Exceeds Significance Threshold
30 Year Exposure	Maximum Exposed Sensitive Receptor (Location R6)	7.36	10	NO
Time Period	**Location**	**Maximum Hazard Index**	**Significance Threshold**	**Exceeds Significance Threshold**
Annual Average	Maximum Exposed Sensitive Receptor (Location R6)	<0.01	1.0	NO

(Urban Crossroads, 2023b, Table ES-5)

pollutant plays compared to the role of other allergens and genetics in causing asthma), existing scientific tools cannot accurately estimate health impacts of the Project's air emissions without undue speculation. Instead, readers are directed to the above analysis of the Project's air quality impacts, which provides extensive information concerning the quantifiable and non-quantifiable health risks related to the Project's construction and long-term operation. (Urban Crossroads, 2023a, p. 84)

Notwithstanding, the Project's AQIA does evaluate the proposed Project's localized impact to air quality for emissions of CO, NO_X, PM_{10}, and $PM_{2.5}$ by comparing the proposed Project's on-site emissions to the SCAQMD's applicable LST thresholds. The LST analysis above determined that the Project would not result in emissions exceeding SCAQMD's LSTs during construction or long-term operation. Therefore, the proposed Project would not be expected to exceed the most stringent applicable federal or State ambient air quality standards for emissions of CO, NO_X, PM_{10}, and $PM_{2.5}$. (Urban Crossroads, 2023b, p. 85)

As the Project's emissions would comply with federal, State, and local air quality standards, the proposed Project's emissions are not sufficiently high enough to use a regional modeling program to correlate health effects on a basin-wide level and would not provide a reliable indicator of health effects if modeled. (Urban Crossroads, 2023b, p. 85)

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

Land uses generally associated with odor complaints include agricultural uses (livestock and farming), wastewater treatment plants, food processing plants, chemical plants, composting operations, refineries, landfills, dairies, and fiberglass molding facilities. The Project does not contain land uses typically associated with emitting objectionable odors. Potential odor sources associated with the proposed Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities and the temporary storage of typical solid waste (refuse) associated with the proposed Project's (long-term operational) uses. (Urban Crossroads, 2023a, p. 85)

Standard construction requirements would minimize odor impacts from construction. The Project would be subject to standard construction requirements, including the use of low-VOC architectural coatings as required by SCAQMD Rule 113, Table of Standards; compliance with low sulfur fuel requirements pursuant to SCAQMD Rule 431.2, Low Sulfur Fuel; and compliance with SCAQMD Rule 402, Nuisance, which requires that a person shall not discharge air contaminants or other materials that would cause health or safety hazards to any considerable number of persons or the public. Compliance with these standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and are thus considered less than significant. (Urban Crossroads, 2023a, p. 85)

Potential sources of operational odors generated by the Project would include construction equipment exhaust and the application of asphalt and architectural coatings during construction activities and the temporary storage of typical solid waste (refuse) associated with the proposed Project's (long-term operational) uses. Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and is thus considered less than significant. It is expected that Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with current solid waste regulations. The proposed Project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors associated with the proposed Project operations would not adversely affect a substantial number of people, and Project impacts during long-term operations would be less than significant. (Urban Crossroads, 2023a, p. 85)

4.3.5 Cumulative Impact Analysis

With exception of the issue of odors, the cumulative study area for air quality includes Riverside County and the SCAB. The SCAB is designated as a nonattainment area for State standards of O_3, PM_{10}, and $PM_{2.5}$. The region is also designated as a nonattainment area for federal standards of O_3 and $PM_{2.5}$. Cumulative growth in population, vehicle use, and industrial activity could inhibit efforts to improve regional air quality and attain ambient air quality standards. Thus, with exception of odors, the setting for this cumulative analysis consists of the SCAB and associated growth and development anticipated in the air basin. For the issue of odors, the cumulative study area includes the Project site and lands in close proximity to the Project site, as odors diminish rapidly with distance from the source.

As previously shown in Table 4.3-2, the CAAQS designate the Project region as nonattainment for O_3, PM_{10}, and $PM_{2.5}$, while the NAAQS designates the Project region as nonattainment for O_3 and $PM_{2.5}$. The AQMD has published a report on how to address cumulative impacts from air pollution: *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution*. In this report the AQMD clearly states (Page D-3): (Urban Crossroads, 2023a, p. 86)

> *"...the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or Environmental Impact Report (EIR). The only case where the significance thresholds for project specific and cumulative impacts differ is the Hazard Index (HI) significance threshold for TAC emissions. The project specific (project increment) significance threshold is HI > 1.0 while the cumulative (facility-wide) is HI > 3.0. It should be noted that the HI is only one of three TAC emission significance thresholds considered (when applicable) in a CEQA analysis. The other two are the maximum individual cancer risk (MICR) and the cancer burden, both of which use the same significance thresholds (MICR of 10 in 1 million and cancer burden of 0.5) for project specific and cumulative impacts.*
>
> *Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant."*

Therefore, this analysis assumes that individual projects that do not generate operational or construction emissions that exceed the SCAQMD's recommended daily thresholds for project-specific impacts also would not cause a cumulatively-considerable increase in emissions for those pollutants for which the SCAB is in nonattainment, and, therefore, would not be considered to have a significant, adverse air quality impact. Alternatively, individual project-related construction and operational emissions that exceed SCAQMD thresholds for project-specific impacts would be considered cumulatively considerable. SCAQMD's thresholds of significance for project-specific direct and cumulatively-considerable impacts have clearly been successful, as application of these thresholds has led to significant air quality improvements throughout the SCAB, as demonstrated by the detailed discussion presented in subsection 4.3.1.G (above). (Urban Crossroads, 2023a, p. 86)

A. AQMP Consistency (Threshold a.)

As discussed under the analysis of Threshold a., the Project's proposed land uses would exceed the growth assumptions in the SCAQMD 2022 AQMP, and the Project's regional emissions would exceed the applicable SCAQMD regional thresholds of significance for VOC and NO_X under land use Scenario 1; for VOC, NO_X, CO, PM_{10}, and $PM_{2.5}$ under land use Scenario 2; and for NO_X under land use Scenario 3. Thus, the Project would result in a conflict with the SCAQMD AQMP prior to mitigation under each of the land use Scenarios evaluated herein. As other cumulative developments also have the potential to result in conflicts with the SCAQMD AQMP, Project impacts due to a conflict with the SCAQMD AQMP would be cumulatively considerable.

B. Regional Criteria Pollutant Emissions (Threshold b.)

As indicated under the analysis of Threshold b., although the Project's construction-related regional emissions would not exceed the SCAQMD thresholds of significance, the Project's operational-related regional emissions would exceed the SCAQMD thresholds of significance for under each of the land use scenarios. Specifically, implementation of OVNSP PA 1 under land use Scenario 1 would result in emissions of NOx that would exceed the SCAQMD regional threshold for this pollutant, while full buildout and operation of land use Scenario 1 (inclusive of OVNSP PAs 1 and 2) would exceed the SCAQMD regional thresholds of significance for VOC and NO_X. Implementation of land use Scenario 2 and buildout of OVNSP PA 1 would result in emissions of VOC and NO_X that would exceed the SCAQMD regional thresholds for these pollutants, while full buildout of OVNSP PAs 1 and 2 under land use Scenario 2 would result in emissions of VOC, NO_X, CO, PM_{10}, and $PM_{2.5}$ that would exceed the SCAQMD regional thresholds of significance for these pollutants. Implementation of land use Scenario 3 would result in emissions of NO_X that would exceed the SCAQMD regional thresholds of significance for this pollutant with buildout of OVNSP PA 1 and with full buildout of OVNSP PAs 1 and 2. The Project's long-term operational emissions of these pollutants would result in a cumulatively-considerable net increase of criteria pollutants for which the Project region is non-attainment (i.e., ozone, PM_{10}, and/or $PM_{2.5}$). Accordingly, and pursuant to SCAQMD's thresholds of significance that indicate that direct impacts also should be considered to be cumulatively considerable, the Project's impacts due to operational emissions of VOCs, NO_X, CO, PM_{10}, and/or $PM_{2.5}$ would be cumulatively considerable.

C. Localized Air Quality Impacts (Threshold c.)

1. LST Analysis

As indicated under the analysis of Threshold c., and as shown in Table 4.3-26, construction activities associated with the Project would not exceed any of the SCAQMD LSTs. For operational emissions, and as previously indicated in Table 4.3-28 through Table 4.3-30, full buildout of OVNSP PAs 1 and 2 under land use Scenario 3 would not exceed any of the SCAQMD LSTs, while full buildout of OVNSP PAs 1 and 2 under land use Scenarios 1 and 2 would exceed the SCAQMD LSTs for PM_{10} and $PM_{2.5}$. Accordingly, and based on SCAQMD guidance, the Project's construction-related localized air quality impacts would be less than significant on a cumulatively-considerable basis under all land use Scenarios. Full buildout and operation of OVNSP PAs 1 and 2 under land use Scenario 3 would not exceed any of the SCAQMD LSTs, and as such impacts would be less than cumulatively considerable. Full buildout of OVNSP PAs 1 and 2 under land use Scenarios 1 and 2 would exceed the SCAQMD LSTs for PM_{10} and $PM_{2.5}$; thus, long-term operational localized air quality impacts would be cumulatively considerable with implementation of land use Scenarios 1 or 2.

2. CO "Hot Spots"

As indicated in the analysis of Threshold c., the Project and other cumulative developments would not generate the level of traffic volumes necessary to produce a CO "hot spot." As shown in Table 4.3-31 through Table 4.3-33, the highest peak hour volumes on study area roadways would occur with implementation of land use Scenario 2, where the intersection of I-10 WB Ramps and Cherry Valley Boulevard would have the highest AM traffic volumes of 3,432 vph, while the intersection of I-10 EB Ramps and Singleton Road would have the highest PM traffic volumes of 3,951 vph, both of which are far below the traffic volumes identified in the 2003 AQMP. Accordingly, the Project when considered in conjunction with background and cumulative

development would not produce the volume of traffic required to generate a CO "hot spot" either in the context of the 2003 Los Angeles hot spot study or based on representative BAAQMD CO threshold considerations. Localized air quality impacts due to CO "hot spots" would therefore be less than significant on a cumulatively-considerable basis.

3. Cumulatively-Considerable DPM-Source TAC Impacts

The purpose of this section is to provide additional background and analysis of the potential cumulative health risk impacts resulting from any existing and proposed warehouse uses in the vicinity of the proposed Project.

Existing Conditions for Toxic Emissions

There are no State or federal ambient air quality standards applicable to TAC emissions. Preparing a cumulative assessment for TACs is complicated by the fact that site-specific impacts can be far different from average impacts over a larger geographic area. Impacts from TAC emissions are highest closest to sources of TACs, but the sources are often spread over a large area. For example, emissions from diesel engines, the largest source of risk from TACs, are operated on roads, businesses, and construction sites throughout the air basin. Locations where large numbers of TAC sources are concentrated such as freeways, rail yards, and ports may pose a higher level of risk to sensitive receptors near these facilities. Examination of the risk from TACs at national, State, regional, and local levels is useful for providing context, but site-specific evaluation is ultimately necessary to determine existing conditions for development projects. (Urban Crossroads, 2023b, p. 31)

Ambient TAC Impacts Presumed to be Cumulatively Significant

The SCAQMD has conducted an in-depth periodic analysis of toxic air contaminants and their resulting health risks within the air basin. This study, the *Multiple Air Toxics Exposure Study in the South Coast Air Quality Management District*, shows that cancer risk has decreased by approximately 80% between MATES II (1998) and MATES V (2018) at the nearest monitored location to the Project site (Rubidoux), as previously shown on Figure 4.3-10. (Urban Crossroads, 2023b, p. 31)

MATES-V is the most comprehensive dataset documenting the ambient air toxic levels and health risks associated with South Coast Air Basin emissions. Therefore, the MATES-V study represents the baseline health risk for a cumulative analysis. The available scientific data from SCAQMD, which is the expert agency charged with governing air quality and preparing regional risk calculations, shows that although there has been tremendous growth basin-wide, risk levels have declined. The decline in emissions is likely due to existing regulatory requirements that have been implemented over the past 20 years. (Urban Crossroads, 2023b, p. 32)

In many ways, California's Proposition 65, also called the Safe Drinking Water and Toxic Enforcement Act, which became law in 1986 can serve as a benchmark for cumulative risk assessment. Under Proposition 65, the law defines "no significant cancer risk" as a level of exposure that would cause no more than 1 extra case of cancer in 100,000 people or in other words 10 extra cases of cancer in 1,000,000 people over a 70-year lifetime (the same threshold recommended by SCAQMD). It should be noted that diesel exhaust (DE) or diesel

particulate matter (DPM) is listed by the Office of Environmental Health Hazard Assessment (OEHHA) as a known carcinogen with respect to Proposition 65. (Urban Crossroads, 2023b, p. 33)

MATES-V estimates that in the localized area encompassing the Project site, the risk is estimated at 288 incidents per million population. This existing cumulative TAC-source cancer risk level far exceeds the 10 in one million cancer risk at which project-level TAC-source cancer risks would be determined significant employing SCAQMD thresholds. (Urban Crossroads, 2023b, p. 33)

Comparing the ambient cumulative TAC-source cancer risk (288 per million locally) to the SCAQMD's established threshold for project-level TAC-source cancer risks (10 in one million), the ambient cumulative TAC-source cancer risk is approximately 30 times greater than the incremental risk at which project-level TAC-source cancer risks would be considered significant. (Urban Crossroads, 2023b, p. 33)

Although there is not yet an established significance threshold for ambient cumulative TAC impacts, given the magnitude by which the ambient cumulative condition exceeds SCAQMD's established project-level significance threshold (ambient cumulative TAC conditions are 30 times greater than the project-level threshold), the ambient cumulative condition likely would exceed whatever significance threshold may be established for cumulative impacts affecting the SCAB. On this basis, and absent a prevailing threshold adopted by the Lead or Responsible Agency, ambient cumulative TAC impacts are presumed to be significant. However, because the existing ambient conditions would occur regardless as to whether the Project is implemented, no Project impacts would occur due to ambient TAC levels. (Urban Crossroads, 2023b, p. 33)

Justification of a Geographic Scope in Risk Assessment

Proximity to sources of toxics is critical to determining the impact. In traffic-related studies, the additional non-cancer health risk attributable to proximity was seen within 1,000 feet and was strongest within 300 feet. California freeway studies show about a 70-percent drop-off in particulate pollution levels at 500 feet. Based on CARB and SCAQMD emissions and modeling analyses, an 80-percent drop-off in pollutant concentrations is expected at approximately 1,000 feet from a distribution center. (Urban Crossroads, 2023b, p. 33)

The 1,000-foot evaluation distance is supported by research-based findings concerning TAC emission dispersion rates from roadways and large sources showing that emissions diminish substantially between 500 and 1,000 feet from emission sources. (Urban Crossroads, 2023b, p. 33)

Lastly, the Waters Bill (AB 3205) (H&SC Section, 42301.6 through 42301.9) addresses sources of hazardous air pollutants near schools and although not directly applicable to this Project, this bill further evidences the propriety of considering hazardous emissions sources within a defined 1,000-foot radius. That is, pursuant to the Waters Bill, prior to approving an application for a permit to construct or modify a source which emits hazardous air emissions (i.e. DPM), which source is located within 1,000 feet from the outer boundary of a school site, the air pollution control officer shall prepare a public notice in which the proposed project or modification for which the application for a permit is made is fully described. (Urban Crossroads, 2023b, pp. 33-34)

For assessing the cumulative impacts of a new source of TAC emissions associated with a project in combination with existing sources and probable future sources, a project radius is necessary. Assessment of impacts from existing sources within 1,000 feet (zone of influence) of the new source in combination with risks and hazards from the new source is recommended. Then, once the location of the maximally impacted receptor is identified for the project, cumulative impacts from other sources within the radius of the project (i.e., not the receptor) are assessed at that location. Assessments should sum individual hazards or risks to find the cumulative impact at the location of the maximally impacted receptor from the new source. (Urban Crossroads, 2023b, p. 34)

More recent studies suggest that in light of emission reductions due to tightening emission standards over the past twenty years, this 1,000-foot siting distance is overly conservative. Modeling performed for the 2021 report *Evaluating Siting Distances for New Sensitive Receptors Near Warehouses*, prepared by the Ramboll Group, demonstrates a significant reduction in DPM emissions and risk between year 2000 emissions (which were utilized by CARB in establishing its recommended siting guidance of 1,000 feet) and 2023 (Ramboll, 2021). This reduction is attributed to a significant reduction in DPM emission rates from trucks and TRUs resulting from the adoption of increasingly stringent emission standards. This reduction in DPM emission rates has resulted in a corresponding significant reduction in risk as well, despite increasingly conservative regulatory guidance in the preparation of HRAs, particularly OEHHA's adoption of age sensitivity factors in their revised HRA guidance released in 2015. (Urban Crossroads, 2023b, p. 34)

Related Projects Contribution to Cumulative TAC Impacts

In addition to the MATES-V cumulative TAC-source cancer risk noted above, other new or proposed potential TAC-generating projects (related projects) in the Project's study area could contribute to cumulative TAC impacts. These related projects, due to their recent and/or tentative nature, may not be reflected in the cumulative TAC impacts identified in the MATES-V study. (Urban Crossroads, 2023b, p. 34)

In consultation with the City of Calimesa, related TAC-generating projects located within a 1,000-foot radius of the Project and off-site truck travel routes were identified and are reflected in this cumulative TAC analysis. The related projects described below were selected based on their propensity to generate TACs that would contribute to, or interact with, TACs generated by the Project. (Urban Crossroads, 2023b, p. 34)

The primary TAC-source emission associated with cumulative projects would be DPM associated with any truck trips accessing the cumulative projects and traveling on roadways in the study area. Of the cumulative projects identified in the Project's traffic study, only the Oak Valley Town Center project (located to the northwest of the Project site west of I-10) has the potential to emit TACs and is located within 1,000 feet of the Project site or primary truck routes. This project includes 2,250,000 square feet of warehouse uses and a 10.07-acre truck/trailer storage lot. Based on the *Oak Valley Town Center Project Addendum to the Summerwind Ranch at Oak Valley Environmental Impact Report*, the maximum potential health risk associated with this project is estimated at 8.67 in one million and the maximum non-cancer hazard index is <0.01. (Urban Crossroads, 2023b, pp. 34-35)

Project-source TACs would incrementally increase the background cancer risk by a maximum of 6.88 incidents per million population under land use Scenarios 1 and 3 and 7.36 incidents per million population under land use Scenario 2. Under all scenarios the non-cancer hazard index is <0.01. The applicable SCAQMD significance threshold for Project-level TAC-source cancer risk impacts (including cumulatively-considerable impacts) is 10 incidents per million population and a hazard index of 1.0 for non-cancer health risks. The Project's contribution is less than cumulatively considerable because it would be less than the 10 in one million incremental cancer risk threshold established by the SCAQMD and would be below a hazard index of 1.0. Lastly, it should be noted that although there will be ambient growth in the Project vicinity, any increase in emissions and consequently cancer risk from ambient growth would be offset by the expected decrease in future risk estimates due to the natural turnover of older fleets and equipment being replaced by more efficient, less polluting engines and regulatory actions being phased in. Therefore, the Project's maximum contribution to cumulative TAC impacts would not be cumulatively considerable. (Urban Crossroads, 2023b, p. 35)

D. Odors (Threshold d.)

With respect to odors, and as discussed under the analysis of Threshold d., the proposed Project would be required to comply with SCAQMD Rules 113, 402, and 431.2 to prevent occurrences of public nuisances (including odors) during both construction and long-term operation, and would be subject to the City of Calimesa's solid waste regulations. Other developments within the cumulative study area similarly would be required to comply with SCAQMD rules and regulations and the solid waste regulations of the applicable jurisdictions. Therefore, Project impacts due to other emissions (such as those leading to odors) would be less-than-cumulatively considerable.

4.3.6 Significance of Impacts Before Mitigation

Threshold a.: Significant Direct and Cumulatively-Considerable Impact. The proposed Project's construction-related air quality emissions would not exceed the SCAQMD regional thresholds, and would not conflict with the SCAQMD AQMP. However, the Project's proposed land uses would exceed the growth assumptions in the SCAQMD 2022 AQMP, and the Project's regional emissions would exceed the applicable SCAQMD regional thresholds of significance. Specifically, Project operational-source emissions would exceed applicable regional thresholds for emissions of NOx with buildout of OVNSP PA 1 under land use Scenario 1 and for emissions of VOC and NO_X with full buildout of OVNSP PAs 1 and 2 under land use Scenario 1. Project operational-source emissions would exceed applicable regional thresholds for emissions of VOC and NO_X with buildout of OVNSP PA 1 under land use Scenario 2 and for emissions of VOC, NO_X, CO, PM_{10}, and $PM_{2.5}$ with full buildout of OVNSP PAs 1 and 2 under land use Scenario 2. Project operational-source emissions would exceed applicable regional thresholds for emissions of NO_X with buildout of OVNSP PA 1 and with full buildout of OVNSP PAs 1 and 2 under land use Scenario 3. Thus, prior to mitigation, the Project would be inconsistent with the SCAQMD AQMP, resulting a significant impact on both a direct and cumulatively-considerable basis.

Threshold b.: Significant Direct and Cumulatively-Considerable Impact. Construction-related emissions associated with the Project would not exceed any of the SCAQMD regional thresholds. However, implementation of land use Scenario 1 would result in emissions of NO_X that would exceed the SCAQMD regional thresholds of significance for this pollutant with buildout of OVNSP PA 1, while full buildout and

operation of land use Scenario 1 (inclusive of OVNSP PAs 1 and 2) would exceed the SCAQMD regional thresholds of significance for VOC and NO_X. Implementation of land use Scenario 2 and buildout of OVNSP PA 1 would result in emissions of VOC and NO_X that would exceed the SCAQMD regional thresholds for these pollutants, while full buildout of OVNSP PAs 1 and 2 under land use Scenario 2 would result in emissions of VOC, NO_X, CO, PM_{10}, and $PM_{2.5}$ that would exceed the SCAQMD regional thresholds of significance for these pollutants. Implementation of land use Scenario 3 would result in emissions of NO_X that would exceed the SCAQMD regional thresholds of significance for these pollutants with buildout of OVNSP PA 1 and with full buildout of OVNSP PAs 1 and 2. As previously indicated in Table 4.3-2, the SCAB is designated as nonattainment for PM_{10}, $PM_{2.5}$, and O_3, and VOCs and NO_X are precursors to ozone formation. Thus, the Project's emissions of VOC and NO_X under land use Scenario 1, the Project's emissions of VOC, NO_X, CO, PM_{10}, and $PM_{2.5}$ under land use Scenario 2, and the Project's emissions of NO_X under land use Scenario 3 would cumulatively contribute to a net increase of criteria pollutants (PM_{10}, $PM_{2.5}$, and/or O_3) for which the SCAB is considered nonattainment. Although the SCAB is considered attainment for CO, because the Project would exceed the SCAQMD regional threshold for this pollutant, impacts due to emissions of CO are conservatively evaluated as significant for land use Scenario 2 (only). Accordingly, the Project's long-term regional operational emissions under each of the land use Scenarios evaluated herein would represent a significant impact for which mitigation would be required.

Threshold c.: Significant Direct and Cumulatively-Considerable Impact. The Project's construction-related emissions would not exceed any of the SCAQMD LSTs, and impacts would be less than significant. Additionally, implementation of land use Scenario 3 would not exceed the SCAQMD's LSTs for any pollutant under long-term operations, resulting in a less-than-significant impact. However, the Project's localized impacts during operational activity for land use Scenarios 1 and 2 would exceed the SCAQMD LSTs for PM_{10} and $PM_{2.5}$, resulting in a significant impact for which mitigation would be required. In addition, each of the Project's land use scenarios, even when considered in the context of cumulative developments, would not produce the level of traffic volumes necessary to create a CO "hot spot"; thus, impacts due to CO "hot spots" would be less than significant. Construction-related activities associated with the Project would not expose nearby sensitive receptors to cancer or non-cancer health risks exceeding the SCAQMD thresholds of significance of 10 in one million or 1.0, respectively, and impacts would be less than significant. In addition, implementation of land use Scenarios 1 through 3 would not expose nearby sensitive receptors to cancer or non-cancer health risks exceeding the SCAQMD thresholds of significance of 10 in one million or 1.0, respectively. Additionally, the analysis presented herein demonstrates that combined health risks associated with the Project's combined construction and long-term operational TAC emissions also would not exceed the SCAQMD's thresholds of significance for cancer or non-cancer health risks at the MEIR. Therefore, Project impacts due to TACs would be less than significant on both a direct and cumulatively-considerable basis.

Threshold d.: Less-than-Significant Impact. The Project does not propose land uses typically associated with emitting objectionable odors. Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and is thus considered less than significant. Additionally, it is expected that Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the City of Calimesa's solid waste regulations. The proposed Project also would be required to comply with SCAQMD Rule 402 to prevent occurrences of public

nuisances. Therefore, odors associated with the proposed Project construction and operations would be less than significant and no mitigation is required.

4.3.7 Regulatory Requirements and Project Features

The following are applicable regulatory requirements and proposed Project design features that reduce impacts due to air quality emissions. These items do not meet CEQA's definition for mitigation because mitigation measures are not to be duplicative of mandatory requirements or repetitive of features the Project Applicant is proposing as part of the Project and is obligated to implement through the Project's entitlement permits and approvals. Applicable regulatory requirements (RRs) and Project features (PFs) are listed below for informational purposes.

RR 4.3-1 The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 403, "Fugitive Dust" by implementing the following dust control measures during construction activities, such as earth moving activities, grading, and equipment travel on unpaved roads. Prior to grading permit issuance, the City of Calimesa shall verify that the following notes are included on the grading plan. Project contractors shall be required to ensure compliance with the notes and permit periodic inspection of the construction site by City of Calimesa staff or its designee to confirm compliance. These notes also shall be specified in bid documents issued to prospective construction contractors.

- All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 miles per hour (mph) per SCAQMD guidelines in order to limit fugitive dust emissions.
- The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the Project are watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the midmorning, afternoon, and after work is done for the day.
- The contractor shall ensure that traffic speeds on unpaved roads and Project site areas are reduced to 15 mph or less.

RR 4.3-2 The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 1113, Architectural Coatings, by requiring that all architectural coatings must consist of low VOCs (i.e., VOCs of less than 50 grams per liter [g/L]) unless otherwise specified in the Rule 1113.

RR 4.3-3 The Project is required to comply with applicable SCAQMD rules for construction activities on the Project site. In addition to the SCAQMD requirements listed above, additional SCAQMD Rules that are currently applicable during construction activity for this Project include but are not limited to: Rule 1403 (Asbestos); Rule 431.2 (Low Sulfur Fuel); and Rule 1186 / 1186.1 (Street Sweepers).

RR 4.3-4 The Project is required to comply with the provisions of SCAQMD Rule 402, "Nuisance" which requires that a person shall not discharge air contaminants or other materials that would cause health or safety hazards to any considerable number of persons or the public.

4.3.8 MITIGATION

MM 4.3-1 Prior to issuance of shell building permits and tenant improvement building permits for the warehouse buildings, the City of Calimesa shall verify that the buildings will accommodate renewable energy production on-site (e.g., through solar panels or other "clean" technologies). The roofs of warehouse buildings shall be outfitted with a solar photovoltaic system of the maximum size feasible given building tenant electrical demands, applicable Building Code requirements, clearance requirements around skylights and roof-mounted equipment, SCE interconnection regulations, transformer capacity, and other applicable code compliance constraints. Prior to issuance of a certificate of occupancy for the tenant, the City shall verify that the roof-mounted solar photovoltaic systems are either installed, or that the systems have been ordered and are scheduled to be installed within 6 months of tenant occupancy. The number of solar panels shall ~~to~~ offset, at a minimum, the anticipated energy demands of the office portions of the warehouse buildings, and at maximum not exceeding the available total Kilovolt-Amperes (kVA) used to service the building by a Southern California Edison (SCE) final approved drawing showing the transformer size and capacity. The size of the transformer shall be determined by SCE in their final engineered drawings for construction of the project. If the transformer size cannot be determined during the shell building permit issuance, then this condition for rooftop solar shall be deferred to the tenant improvement building permit and to any subsequent tenant improvement permits as the tenant's transformer load may change. Utilizing the transformer capacity, the appropriate number of solar panels shall be included with the related building permits to ensure their installation and operation. As it relates to the shell building permit, the roof shall be designed to accommodate rooftop mounted solar panels. As part of the building permit application, the Project Applicant shall provide calculations to disclose the anticipated energy demands of the warehouse buildings' office spaces, and shall demonstrate that the solar panels proposed as part of the building permits are sufficiently sized to meet 100% of the office space energy demands.

MM 4.3-2 In conjunction with the approval of tenant improvement plans and prior to the issuance of an occupancy permit, a minimum of the below referenced truck (trailer) electric charging stations shall be installed, technology and SCE electric transformer capacity permitting. If the warehouse building tenant is not served by electric trucks, at the time the City issues the certificate of occupancy, as a condition of the occupancy permit, electric truck charging stations shall be installed and operational, technology and transformer capacity permitting, no later than 24 months from the date of certificate occupancy or December 31, 2027, whichever is soonest.

- Building 1 – 37 Dock Doors * 5% = 2 Charging Stations
- Building 2 – 74 Dock Doors * 5% = 4 Charging Stations
- Building 3 – 93 Dock Doors * 5% = 5 Charging Stations

- Building 4 – 50 Dock Doors * 5% = 3 Charging Stations

MM 4.3-3 Prior to issuance of occupancy permits for any warehouse building, the City of Calimesa shall ensure that passenger car Electric Vehicle (EV) charging stations and designated carpool parking stalls have been installed per the provisions of the California Green Building Standards Code, and shall ensure that at least 5% of all passenger vehicle parking spaces assigned to the warehouse building have been equipped with operational working Level 2 Quick Charge EV charging stations, for a minimum of 42 EV charging spaces. The City of Calimesa also shall verify that electrical panel(s) are adequately sized to accommodate future EV charging stations The City also shall verify that signage has been installed indicating EV charging stations and specifying that spaces are reserved for clean air/EV vehicles. Unless superior technology is developed that would replace the EV charging units, the building operators and any successors in interest shall be responsible for maintaining the EV charging stations in working order for the life of the buildings. The City shall verify the installation of the passenger car EV stations and electrical panels and conduit prior to issuance of occupancy permits.

MM 4.3-4 All on-site indoor and outdoor cargo handling equipment used in warehouse operations (including yard trucks, hostlers, yard goats, pallet jacks, forklifts, and comparable on-site equipment) shall be required to be powered by electricity or equivalent non-zero engines. Prior to issuance of occupancy permits for any warehouse buildings, the City of Calimesa shall verify that the electric charging stations have been installed for the on-site equipment. This requirement also shall be specified in future lease agreements with all future tenants, and future tenants shall be required to permit periodic inspection by the City of Calimesa to ensure compliance.

MM 4.3-5 In order to promote alternative fuels, and help support "clean" truck fleets, as part of future lease agreements the developer/successor-in-interest shall be required to provide building occupants with information related to SCAQMD's Carl Moyer Program, CARB's Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP), and/or other such programs that promote truck retrofits or "clean" vehicles and information including, but not limited to, the health effect of diesel particulates, benefits of reduced idling time, CARB regulations, and importance of not parking in residential areas. Tenants shall be notified about the availability of: 1) alternatively fueled cargo handling equipment; 2) grant programs for diesel-fueled vehicle engine retrofit and/or replacement; 3) designated truck parking locations in the Project vicinity; 4) access to alternative fueling stations proximate to the site that supply compressed natural gas; and 5) the United States Environmental Protection Agency's SmartWay program.

MM 4.3-6 Legible, durable, weather-proof signs shall be placed at truck access gates, loading docks, and truck parking areas of the warehouse portion of the Project that identify applicable California Air Resources Board (CARB) anti-idling regulations. At a minimum, each sign shall include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for drivers of diesel trucks to restrict idling to no more than three (3) minutes once the vehicle is stopped, the transmission is set to "neutral" or "park," and the parking brake is engaged; and 3) telephone

numbers of the building facilities manager and the CARB to report violations. Prior to the issuance of occupancy permits, the City shall conduct a site inspection to ensure that the signs are in place.

MM 4.3-7 All warehouse lease agreements shall include a provision requiring the use of electric equipment for landscape maintenance to the extent feasible.

MM 4.3-8 All warehouse and trailer storage lot operations on site shall adhere to the following requirements. These requirements also shall be specified in future lease agreements with all future tenants, and tenants shall be required to permit periodic inspection by the City of Calimesa to ensure compliance.

a. Warehouse/distribution facilities and trailer storage lots shall be designed to provide adequate on-site parking for commercial trucks and passenger vehicles and on-site approach driveway queuing for trucks that is away from sensitive receptors. Queuing and spill-over of trucks onto surrounding public streets shall be prevented and lease agreements shall specify penalties for truck queuing on Calimesa Boulevard. Lease agreements shall specify that commercial trucks shall not be permitted to park in the public road right-of-way or nearby residential areas.

b. Truck driveways shall not connect with Beckwith Avenue except for emergency access purposes.

c. Sites shall clearly mark entry and exit points for trucks and service vehicles.

d. Sites shall be densely screened with landscaping along all bordering public streets and adjacent sensitive receptors, with trees spaced no further apart than 25 feet on center. Fifty percent of the landscape screening shall include a minimum of 36- inch box trees. Facility operators will be responsible to establish a long-term maintenance mechanism to assure that the landscaping remains in place and functional in accordance with the site's approved landscaping plan.

e. Facility operators shall maintain records of their fleet equipment and ensure that all diesel-fueled Medium-Heavy Duty Trucks ("MHDT") and Heavy-Heavy Duty Trucks ("HHD") accessing the site use year CARB 2010 or newer engines. The records shall be maintained on-site and be made available for inspection by the City.

f. Legible, durable, weather-proof signs shall be placed at truck access gates, loading docks, and truck parking areas that identify applicable California Air Resources Board (CARB) anti-idling regulations. At a minimum each sign shall include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for drivers of diesel trucks to restrict idling to no more than three minutes; and 3) telephone numbers of the building facilities manager and CARB to report violations.

g. Facility operators shall train their managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks.

h. Signs shall be posted in the appropriate locations and/or handouts shall be provided to on-site employees by the facility operator that show the locations of nearest food options, fueling, truck maintenance services, and other similar convenience services to reduce unnecessary vehicle travel searching for convenience services.

i. Each facility shall designate a Compliance Officer responsible for implementing the operational measures described herein and/or in the project conditions of approval and mitigation measures. Contact information shall be provided to the City of Calimesa and updated annually, and signs shall be posted in visible locations providing the contact information for the Compliance Officer to the surrounding community.

j. Signs shall be posted in appropriate locations directing heavy truck drivers to either park and perform any maintenance of trucks in designated on-site areas or at a professional off-site maintenance facility and not within undesignated areas in the surrounding community or on public streets.

k. Facility operators that exceed 250 on-site employees shall establish a rideshare program, in accordance with SCAQMD Rule 2202, with the intent of discouraging single-occupancy vehicle trips and promote alternate modes of transportation, such as carpooling and transit where feasible.

4.3.9 Significance of Impacts After Mitigation

Threshold a.: Significant and Unavoidable Direct and Cumulatively-Considerable Impact. The Project's proposed land uses are not consistent with the growth assumptions used as inputs in the SCAQMD 2022 AQMP, and mitigation measures are not available to reduce this potential conflict with the AQMP to below a level of significance. Additionally, while Mitigation Measures MM 4.3-1 through MM 4.3-8 would reduce the Project's long-term emissions, they would not reduce the Project's long-term emissions of these pollutants to below the SCAQMD regional thresholds of significance. Specifically, with implementation of the required mitigation Project emissions of VOC would be reduced to below the SCAQMD regional threshold for this pollutant under land use Scenario 1; however, NO_X emissions under land use Scenario 1 still would exceed the SCAQMD regional threshold for this pollutant. Implementation of the required mitigation would avoid the Project's near-term significant and unavoidable impact due to VOC emissions with implementation of OVNSP PA 1 (only) under land use Scenario 2, although VOC impacts still would be significant and unavoidable with full buildout of OVNSP PAs 1 and 2. With implementation of the required mitigation and land use Scenario 2, NO_X emissions with implementation of OVNSP PAs 1 and/or 2 would continue to exceed the SCAQMD regional threshold for this pollutant, while PM_{10} emissions would continue to exceed the SCAQMD regional threshold for this pollutant with full buildout of OVNSP PAs 1 and 2. However, implementation of the required mitigation would reduce the Project's long-term emissions of CO and $PM_{2.5}$ to below the SCAQMD regional threshold for these pollutants under land use Scenario 2. For land use Scenario 3, implementation of the required mitigation would not reduce the Project's emissions of NO_X to below the SCAQMD regional threshold for this pollutant. No additional feasible mitigation measures exist that would reduce any of the Project's long-term emissions of these pollutants to a less-than-significant level. Thus, the Project's direct and cumulatively-considerable impacts due to a conflict with or obstruction of the SCAQMD 2022 AQMP would represent a significant and unavoidable impact for which additional mitigation measures are not available.

Threshold b.: Significant and Unavoidable Direct and Cumulatively-Considerable Impact. As shown on Table 4.3-39, *Summary of Peak Operational Emissions with Mitigation – Land Use Scenario 1*, Table 4.3-40, *Summary of Peak Operational Emissions with Mitigation – Land Use Scenario 2*, and Table 4.3-41, *Summary of Peak Operational Emissions with Mitigation – Land Use Scenario 3*, implementation of Mitigation Measures MM 4.3-1 through MM 4.3-8 would reduce the Project's long-term air quality emissions but would

Table 4.3-39 Summary of Peak Operational Emissions with Mitigation – Land Use Scenario 1

Year	Source	Emissions (lbs/day)					
		VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
2025 (PA 1)	Summer						
	Mobile Source	9.90	110.00	126.50	1.21	54.50	15.42
	Area Source	30.97	0.36	42.70	0.00	0.06	0.08
	Cargo Handling Equipment	0.00	0.00	0.00	0.00	0.00	0.00
	Total Maximum Daily Emissions	**40.87**	**110.36**	**169.20**	**1.21**	**54.56**	**15.50**
	SCAQMD Regional Threshold	55	55	550	150	150	55
	Threshold Exceeded?	**NO**	**YES**	**NO**	**NO**	**NO**	**NO**
	Winter						
	Mobile Source	9.50	115.10	108.70	1.19	54.50	15.42
	Area Source	23.97	0.00	0.00	0.00	0.00	0.00
	Cargo Handling Equipment	0.00	0.00	0.00	0.00	0.00	0.00
	Total Maximum Daily Emissions	**33.47**	**115.10**	**108.70**	**1.19**	**54.50**	**15.42**
	SCAQMD Regional Threshold	55	55	550	150	150	55
	Threshold Exceeded?	**NO**	**YES**	**NO**	**NO**	**NO**	**NO**
2028 (PAs 1 & 2)	Summer						
	Mobile Source	14.63	100.94	176.80	1.33	71.80	19.77
	Area Source	37.79	4.18	56.90	0.02	0.36	0.39
	Energy Source	0.06	0.96	0.41	0.01	0.08	0.08
	Cargo Handling Equipment	0.00	0.00	0.00	0.00	0.00	0.00
	Total Maximum Daily Emissions	**52.48**	**106.08**	**234.11**	**1.36**	**72.24**	**20.24**
	SCAQMD Regional Threshold	55	55	550	150	150	55
	Threshold Exceeded?	**NO**	**YES**	**NO**	**NO**	**NO**	**NO**
	Winter						
	Mobile Source	13.95	105.84	149.60	1.31	71.80	19.77
	Area Source	29.69	3.70	1.57	0.02	0.30	0.30
	Energy Source	0.06	0.96	0.41	0.01	0.08	0.08
	Cargo Handling Equipment	0.00	0.00	0.00	0.00	0.00	0.00
	Total Maximum Daily Emissions	**43.70**	**110.50**	**151.58**	**1.34**	**72.18**	**20.15**
	SCAQMD Regional Threshold	55	55	550	150	150	55
	Threshold Exceeded?	**NO**	**YES**	**NO**	**NO**	**NO**	**NO**

(Urban Crossroads, 2023a, Table 3-14)

Table 4.3-40 Summary of Peak Operational Emissions with Mitigation – Land Use Scenario 2

Year	Source	Emissions (lbs/day)					
		VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
2025 (PA 1)	Summer						
	Mobile Source	22.98	204.80	396.80	2.52	135.00	37.16
	Area Source	30.97	0.36	42.70	0.00	0.06	0.08
	Cargo Handling Equipment	0.00	0.00	0.00	0.00	0.00	0.00
	Total Maximum Daily Emissions	**53.95**	**205.16**	**439.50**	**2.52**	**135.06**	**37.24**
	SCAQMD Regional Threshold	55	55	550	150	150	55
	Threshold Exceeded?	**NO**	**YES**	**NO**	**NO**	**NO**	**NO**
	Winter						
	Mobile Source	22.17	214.60	326.40	2.45	135.00	37.16
	Area Source	23.97	0.00	0.00	0.00	0.00	0.00
	Cargo Handling Equipment	0.00	0.00	0.00	0.00	0.00	0.00
	Total Maximum Daily Emissions	**46.14**	**214.60**	**326.40**	**2.45**	**135.00**	**37.16**
	SCAQMD Regional Threshold	55	55	550	150	150	55
	Threshold Exceeded?	**NO**	**YES**	**NO**	**NO**	**NO**	**NO**
2028 (PAs 1 & 2)	Summer						
	Mobile Source	27.52	188.60	466.20	2.73	168.60	45.61
	Area Source	37.79	4.18	56.90	0.02	0.36	0.39
	Energy Source	0.06	0.96	0.41	0.01	0.08	0.08
	Cargo Handling Equipment	0.00	0.00	0.00	0.00	0.00	0.00
	Total Maximum Daily Emissions	**65.37**	**193.74**	**523.51**	**2.76**	**169.04**	**46.08**
	SCAQMD Regional Threshold	55	55	550	150	150	55
	Threshold Exceeded?	**YES**	**YES**	**NO**	**NO**	**YES**	**NO**
	Winter						
	Mobile Source	26.47	198.80	380.80	2.64	168.60	45.61
	Area Source	29.69	3.70	1.57	0.02	0.30	0.30
	Energy Source	0.06	0.96	0.41	0.01	0.08	0.08
	Cargo Handling Equipment	0.00	0.00	0.00	0.00	0.00	0.00
	Total Maximum Daily Emissions	**56.22**	**203.46**	**382.78**	**2.67**	**168.98**	**45.99**
	SCAQMD Regional Threshold	55	55	550	150	150	55
	Threshold Exceeded?	**YES**	**YES**	**NO**	**NO**	**YES**	**NO**

(Urban Crossroads, 2023a, Table 3-15)

Table 4.3-41 Summary of Peak Operational Emissions with Mitigation – Land Use Scenario 3

Year	Source	Emissions (lbs/day)					
		VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
2025 (PA 1)	Summer						
	Mobile Source	9.90	110.00	126.50	1.21	54.50	15.42
	Area Source	30.97	0.36	42.70	0.00	0.06	0.08
	Cargo Handling Equipment	0.00	0.00	0.00	0.00	0.00	0.00
	Total Maximum Daily Emissions	**40.87**	**110.36**	**169.20**	**1.21**	**54.56**	**15.50**
	SCAQMD Regional Threshold	55	55	550	150	150	55
	Threshold Exceeded?	**NO**	**YES**	**NO**	**NO**	**NO**	**NO**
	Winter						
	Mobile Source	9.50	115.10	108.70	1.19	54.50	15.42
	Area Source	23.97	0.00	0.00	0.00	0.00	0.00
	Cargo Handling Equipment	0.00	0.00	0.00	0.00	0.00	0.00
	Total Maximum Daily Emissions	**33.47**	**115.10**	**108.70**	**1.19**	**54.50**	**15.42**
	SCAQMD Regional Threshold	55	55	550	150	150	55
	Threshold Exceeded?	**NO**	**YES**	**NO**	**NO**	**NO**	**NO**
2028 (PAs 1 & 2)	Summer						
	Mobile Source	12.90	99.01	157.40	1.27	66.80	18.49
	Area Source	32.92	0.38	45.34	0.00	0.06	0.08
	Energy Source	0.04	0.70	0.59	0.00	0.05	0.05
	Cargo Handling Equipment	0.00	0.00	0.00	0.00	0.00	0.00
	Total Maximum Daily Emissions	**45.86**	**100.09**	**203.33**	**1.27**	**66.91**	**18.62**
	SCAQMD Regional Threshold	55	55	550	150	150	55
	Threshold Exceeded?	**NO**	**YES**	**NO**	**NO**	**NO**	**NO**
	Winter						
	Mobile Source	12.32	103.77	133.60	1.26	66.80	18.49
	Area Source	25.49	0.00	0.00	0.00	0.00	0.00
	Energy Source	0.04	0.70	0.59	0.00	0.05	0.05
	Cargo Handling Equipment	0.00	0.00	0.00	0.00	0.00	0.00
	Total Maximum Daily Emissions	**37.85**	**104.47**	**134.19**	**1.26**	**66.85**	**18.54**
	SCAQMD Regional Threshold	55	55	550	150	150	55
	Threshold Exceeded?	**NO**	**YES**	**NO**	**NO**	**NO**	**NO**

(Urban Crossroads, 2023a, Table 3-16)

not reduce the Project's long-term operational air quality impacts to below a level of significance. Specifically, as indicated in Table 4.3-39, with implementation of the required mitigation Project emissions of VOC would be reduced to below the SCAQMD regional threshold for this pollutant under land use Scenario 1; however, NO_X emissions under land use Scenario 1 still would exceed the SCAQMD regional threshold for this pollutant. As shown in Table 4.3-40, implementation of the required mitigation would avoid the Project's near-term significant and unavoidable impact due to VOC emissions with implementation of OVNSP PA 1 (only) under land use Scenario 2, although VOC impacts still would be significant and unavoidable with full buildout of OVNSP PAs 1 and 2. With implementation of the required mitigation and land use Scenario 2, NO_X emissions with implementation of OVNSP PAs 1 and/or 2 would continue to exceed the SCAQMD regional threshold for this pollutant, while PM_{10} emissions would continue to exceed the SCAQMD regional threshold for this pollutant with full buildout of OVNSP PAs 1 and 2. However, implementation of the required mitigation would reduce the Project's long-term emissions of CO and $PM_{2.5}$ to below the SCAQMD regional threshold for these pollutants under land use Scenario 2. As shown in Table 4.3-41, for land use Scenario 3, implementation of the required mitigation would not reduce the Project's emissions of NO_X to below the SCAQMD regional threshold for this pollutant. Thus, even with implementation of these mitigation measures and with compliance with the anticipated regulations implemented by the EPA and CARB to improve truck efficiency, the estimated long-term emissions generated under full buildout of the proposed Project still would exceed the SCAQMD's regional operational significance thresholds and would cumulatively contribute to the nonattainment designations in the SCAB for ozone due to emissions of NO_X (land use Scenarios 1, 2, and 3) and/or VOC (land use Scenario 2 only), and for particulate matter due to emissions of PM_{10} (land use Scenario 2 only). In addition, regarding VOC, it is important to note that between approximately 43.5% and 55.1% of the Project's total operational area source VOC emissions are derived from consumer products. For analytical purposes, consumer products include cleaning supplies, aerosols, and other consumer products. As such, the Project Applicant cannot meaningfully control the use of consumer products by future occupants via mitigation. Additionally, mobile sources also contribute to VOC emissions, and account for the vast majority of NO_X and PM_{10} emissions. The predominance of the Project's operational-source emissions would be generated by passenger cars and trucks accessing the Project site. Neither the Project Applicant nor the City of Calimesa have regulatory authority to control tailpipe or consumer product emissions, and no feasible mitigation measures beyond the measures identified herein exist that would reduce Project operational-source NO_X emissions (land use Scenarios 1, 2, and 3) or the Project operational source VOC and PM_{10} (land use Scenario 2 only) emissions to levels that are less than significant. Therefore, for land use Scenarios 1 and 3, the proposed Project's operational emissions of NO_X, represent a significant and unavoidable impact for which additional mitigation is not available. For land use Scenario 2, the proposed Project's operational emissions of VOC, NO_X, and PM_{10} represent a significant and unavoidable impact for which additional mitigation is not available.

Threshold c.: Less-than-Significant Impact with Mitigation Incorporated. As shown in Table 4.3-42, *Peak Operational Localized Significance Summary – Land Use Scenario 1*, with implementation of the required mitigation, localized impacts due to PM_{10} and $PM_{2.5}$ emissions would be reduced to below the SCAQMD LSTs for these pollutants with implementation of land use Scenario 1. Similarly, as shown in Table 4.3-43, *Peak Operational Localized Significance Summary – Land Use Scenario 2*, with implementation of the required mitigation, localized impacts due to PM_{10} and $PM_{2.5}$ emissions would be reduced to below the SCAQMD LSTs for these pollutants with implementation of land use Scenario 2. Accordingly, with implementation of the

required mitigation, the proposed Project, inclusive of land use Scenarios 1 through 3, would not exceed any of the SCAQMD LSTs. Therefore, with mitigation, the Project's localized air quality impacts would be reduced to less-than-significant levels.

Table 4.3-42 Peak Operational Localized Significance Summary – Land Use Scenario 1

Peak Construction	CO		NO_2	PM_{10}	$PM_{2.5}$
	Averaging Time				
	1-Hour	8-Hour	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	4.54E-02	3.06E-02	5.19E-03	1.23	0.40
Background Concentration [A]	2.0	1.6	0.057		
Total Concentration	**2.05**	**1.63**	**0.06**	**1.23**	**0.40**
SCAQMD Localized Significance Threshold	20	9	0.18	2.5	2.5
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**

[A] Highest concentration from the last three years of available data.
Notes: PM_{10} and $PM_{2.5}$ concentrations are expressed in µg/m^3. All others are expressed in ppm.
(Urban Crossroads, 2023a, Table 3-21)

Table 4.3-43 Peak Operational Localized Significance Summary – Land Use Scenario 2

Peak Construction	CO		NO_2	PM_{10}	$PM_{2.5}$
	Averaging Time				
	1-Hour	8-Hour	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	5.31E-02	3.52E-02	7.71E-03	1.99	0.61
Background Concentration [A]	2.0	1.6	0.057		
Total Concentration	**2.05**	**1.64**	**0.06**	**1.99**	**0.61**
SCAQMD Localized Significance Threshold	20	9	0.18	2.5	2.5
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**

[A] Highest concentration from the last three years of available data.
Notes: PM_{10} and $PM_{2.5}$ concentrations are expressed in µg/m^3. All others are expressed in ppm.
(Urban Crossroads, 2023a, Table 3-23)

4.4 BIOLOGICAL RESOURCES

This Subsection 4.4 focuses on the Project's potential impacts to biological resources that are present or may be present within the Project site and off-site improvement areas. The analysis in this Subsection is based on the site-specific technical studies listed below.

- "Biological Resources Assessment, Burrowing Owl, Nesting Raptor, and Crotch's Bumble Bee Surveys, Bat Habitat Assessment, Botanical and Narrow Endemic Plant, and Tree Surveys For Oak Valley North Commerce Center Project 9950 and 10300 Calimesa Boulevard, Calimesa, Riverside County, California" (herein "BRA"), prepared by L&L Environmental (herein, "L&L") dated ~~February~~ August 2024, and included as *Technical Appendix E1* to this EIR (L&L, 2024a).
- "Western Riverside County Multiple Species Habitat Conservation Plan Consistency Analysis Oak Valley North Commerce Center Project 9950 and 10300 Calimesa Boulevard City of Calimesa, Riverside County, California" (herein, "MSHCP Consistency Analysis"), prepared by L&L, dated February 2024, and included as *Technical Appendix E2* to this EIR (L&L, 2024b).
- "Revised Jurisdictional Delineation Oak Valley North Commerce Center Project 9950 and 10300 Calimesa Boulevard, City of Calimesa, Riverside County, California" (herein, "Jurisdictional Delineation), prepared by L&L, dated ~~December 2023~~August 2024, and included as *Technical Appendix E3* to this EIR (L&L, 2024f)~~(L&L, 2023a)~~.
- "Tree Survey for Oak Valley North Commerce Center Project 9950 and 10300 Calimesa Boulevard, City of Calimesa, Riverside County, California" (herein, "Tree Survey"), prepared by L&L, dated April 18, 2023, and included as *Technical Appendix E4* to this EIR (L&L, 2023)~~(L&L, 2023b)~~.
- "Revised Western Riverside County Multiple Species Habitat Conservation Plan Determination of Biologically Equivalent or Superior Preservation Oak Valley North Commerce Center Project 9950 and 10300 Calimesa Boulevard, Calimesa, Riverside County, California" (herein "DBESP"), prepared by L&L, dated ~~February~~ August 2024, and included as *Technical Appendix E5* to this EIR (L&L, 2024c).
- "Results of Focused Bat Habitat Assessment at 9950 and 10300 Calimesa Boulevard, Calimesa, California, for the Oak Valley North Commerce Center Project" (herein "Bat Habitat Assessment"), prepared by LSA Associates (herein, "LSA"), dated March 9, 2023, and included as *Technical Appendix E6* to this EIR. (LSA, 2023)
- "Oak Valley North Commerce Center Project Oak Tree and Mature Non-Oak Tree Planting and Restoration Plan" (herein, "Oak Tree Plan"), prepared by L&L, dated February 2024, and included as *Technical Appendix E7* to this EIR (L&L, 2024d).
- "Oak Valley North Project Fairy Shrimp Wet and Dry Season Final Report" (herein, "Fairy Shrimp Report"), prepared by Huffman Environmental, dated June 2024, and included as *Technical Appendix E9* to this EIR (Huffman, 2024).

Refer to Section 7.0, *References*, for a complete list of these and other reference sources.

4.4.8 Existing Conditions

L&L conducted biological surveys in 2022 and 2023 for the Project site and off-site improvement areas. The assessment consisted of the following: (1) a records search and literature review to determine the species of concern in the Project area and proximity to closest documented special status species occurrences; (2) field surveys to identify plants and wildlife on the site and presence/absence of habitat for species of concern (burrowing owl, nesting raptors, riparian/riverine and vernal pool species, and special status and narrow endemic plants); (3) mapping of vegetation communities; (4) focused protocol surveys for burrowing owl and surveys for nesting raptors; (5) focused surveys for listed, special status, and narrow endemic plants; (6) a wet and dry season protocol fairy shrimp survey (note: a wet season protocol survey was underway at the time this Draft EIR was published, but has since been completed), and (7) a survey to map, measure, and inventory trees. The biological survey area (herein "Survey Area") encompasses 117.65 acres and includes the approximately 109.52 acres proposed for development on site with business park, residential, and/or church uses as part of the proposed Project, and the approximately 8.13 acres of off-site improvement areas, inclusive of right-of-way (ROW) dedications for and improvements to Beckwith Avenue and Calimesa Boulevard. The Project's Survey Area is identified on Figure 4.4-1, *Biological Survey Area*. Refer to Section 3.0 of the Project's BRA (EIR *Technical Appendix E1*) for a description of the methodology used to evaluate biological resources within the Survey Area. (L&L, 2024a, pp. 11, 28)

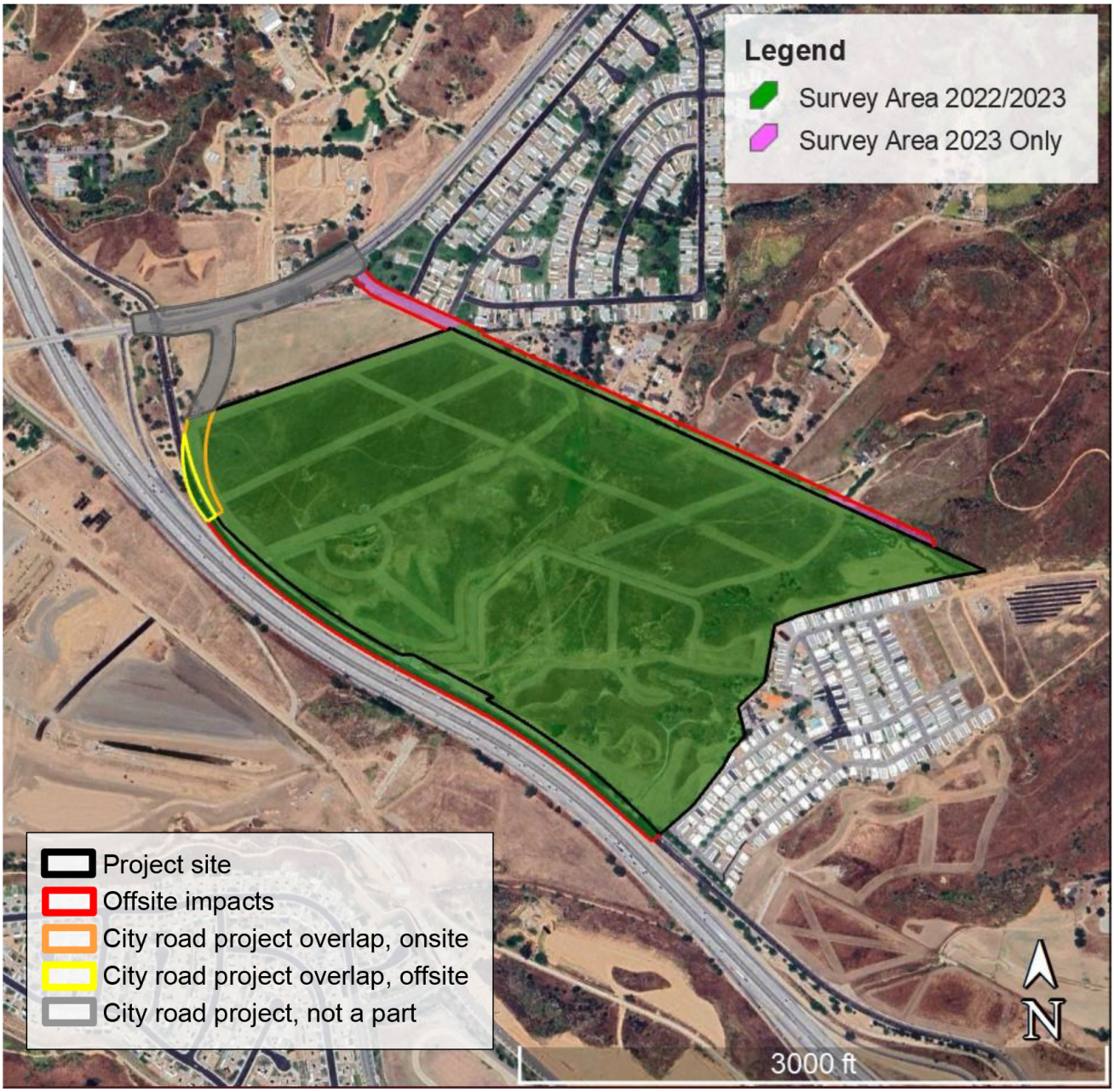
A. Vegetation Mapping

The Survey Area has been previously disturbed by residential and agricultural uses. Vegetation on the site and in the Project's offsite improvement areas consists of non-native grasslands and wildflower fields, disturbed/developed areas with ornamental plants, and pockets of native coastal sage/chaparral scrub. There are no riparian or other sensitive vegetation communities present within the Project site. Vegetation communities are mapped on Figure 4.4-2, *Existing Vegetation Communities*, and are summarized in Table 4.4-1, *Vegetation Communities*. Representative photos are included in Appendix E to the Project's BRA (*Technical Appendix E1*). A description of each of the vegetation communities on site and within the Project's off-site improvement areas is provided below. Also provided below in Table 4.4-1 is quantification of vegetation communities contained in an off-site area of Calimesa Boulevard that is planned to be improved by the City, but that would become the Project's obligation to improve if the City improvement project is not yet in place (L&L, 2024a, p. 47)

Table 4.4-1 Vegetation Communities

Vegetation Community	Area Present (Acres)					
	Project Site			City Road Project Overlap Area		
	On-Site	Off-Site	Total	On-Site	Off-Site	Total
Non-Native Grasslands and Fields	100.18	0.00	100.18	0.70	0.21	0.91
Coastal Sage – Chaparral Scrub	3.91	0.22	4.13	0.00	0.00	0.00
Disturbed/Developed/Ornamental	5.43	7.91	13.34	0.00	0.47	0.47
Total	**109.52**	**8.13**	**117.65**	**0.70**	**0.68**	**1.38**

(L&L, 2024a, Table 6)

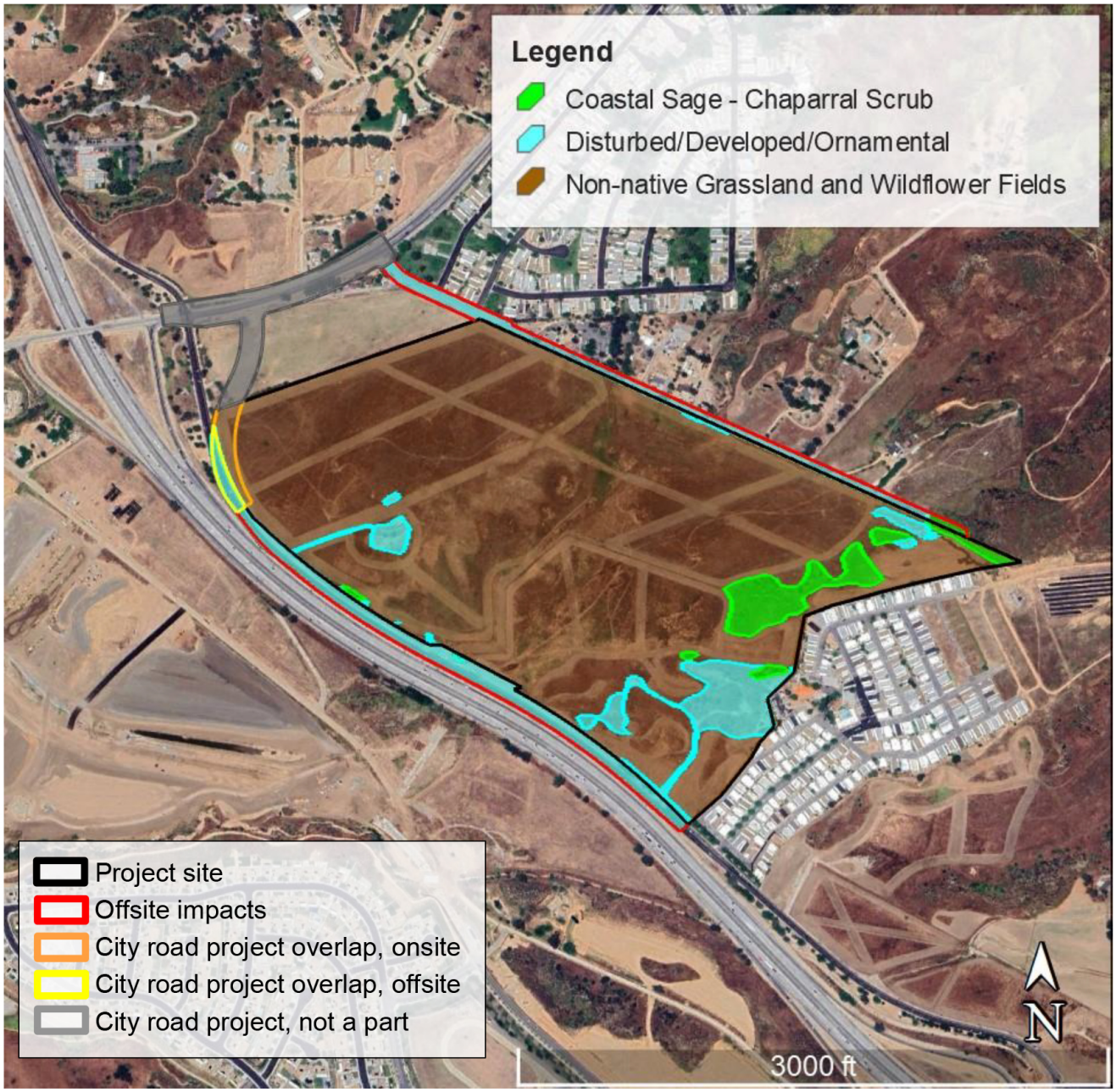


Source(s): L&L Environmental, Inc. (09-15-2023)

Figure 4.4-1

Not to Scale

Biological Survey Area



Source(s): L&L Environmental, Inc. (09-15-2023)

Figure 4.4-2

Not to Scale

Existing Vegetation Communities

1. Non-Native Grasslands and Wildflower Fields

Much of the Project site consists of former agricultural fields. Some areas are densely vegetated with mostly non-native grasses and other weedy annuals, while other areas have been recently disced. Non-native grassland is dominated by non-native grass species, but may include native, as well as non-native, herbs and forbs. The native species common fiddleneck (*Amsinckia intermedia*) is tolerant of disturbed places and is abundant throughout much of the site. (L&L, 2024a, p. 48)

Plants commonly observed in these areas of the Project site include non-native species ripgut brome (*Bromus diandrus*), red brome (*Bromus rubens*), hare barley (*Hordeum murinum*), wild oats (*Avena fatua*), common bindweed (*Convolvulus arvensis*), and winter vetch (*Vicia villosa*), as well as native species western sunflower (*Helianthus annuus*) and common fiddleneck. (L&L, 2024a, p. 48)

The non-native grasslands and fields on the site are best classified as a mixture of non-native brome grasslands (*Bromus* species Semi-Natural Herbaceous Stands), wild oats grasslands (*Avena* species Semi-Natural Herbaceous Stands), and native fiddleneck fields (*Amsinckia intermedia* Herbaceous Alliance). Fiddleneck fields are ranked by the California Department of Fish and Wildlife (CDFW) as S4 (apparently secure, uncommon but not rare) and are not considered sensitive. Brome and wild oats grasslands are not ranked (CDFW does not assign a State ranking to non-native vegetation communities) and are not considered sensitive. (L&L, 2024a, p. 48)

2. Coastal Sage/Chaparral Scrub

Pockets of disturbed coastal sage/chaparral scrub are found in the southeastern portion of the Project site and a 0.22-acre portion of the Project's offsite improvement area (i.e., within the 8.13-acres of Project-related off-site improvement areas). Conspicuous perennials observed in these areas include blue elderberry (*Sambucus mexicana*), scrub oak (*Quercus berberidifolia*), California buckwheat (*Eriogonum fasciculatum*), California sagebrush (*Artemisia californica*), chamise (*Adenostoma fasciculatum*), and deerweed (*Acmispon glaber*). Native species observed within open patches in these areas include vinegar weed (*Trichostema lanceolatum*), slender wild buckwheat (*Eriogonum gracile*), California sun cup (*Camissoniopsis bistorta*), slender pectocarya (*Pectocarya linearis*), and dove lupine (*Lupinus bicolor*). Non-native grasses dominate the understory in most areas. (L&L, 2024a, pp. 48-49)

This vegetation community is best classified as a mix of California sagebrush and California buckwheat scrub (*Artemisia californica*/*Eriogonum fasciculatum* Shrubland Alliance) and scrub oak chaparral (*Quercus berberidifolia* Shrubland Alliance). CDFW ranks both California sagebrush/California buckwheat scrub and scrub oak chaparral as S4 (apparently secure, uncommon but not rare) and they are not considered sensitive. (L&L, 2024a, p. 49)

3. Disturbed/Developed/Ornamental

Developed and disturbed areas onsite include existing structures, foundations or remnants of structures, roads/driveways, and other areas that have been disturbed by human activities. Non-native ornamental trees are present in association with current and former onsite residences and other structures. Non-

native/ornamental trees and shrubs observed in these areas include ornamental pine (*Pinus* species), ornamental fir (*Abies* species), olive (*Olea europea*), Cootamundra wattle (*Acacia baileyana*), Brazilian pepper tree (*Schinus terebinthifolius*), Chinese elm (*Ulmus parviflora*), firethorn (*Pyrocantha coccinea*), and other ornamentals. Native California fan palms (*Washingtonia filifera*) also are present, but were likely planted on the site. (L&L, 2024a, p. 49)

Disturbed areas of the site, particularly along site margins or roads, have many non-native plant species including (but not limited to) Mediterranean grass (*Schismus barbatus*), redstem filaree (*Erodium cicutarium*), long-beak filaree (*Erodium botrys*), tocalote (*Centaurea melitensis*), mustards (*Brassica, Hirschfeldia*, and *Sisymbrium* species), common groundsel (*Senecio vulgaris*), common sow thistle (*Sonchus oleraceus*), prickly lettuce (*Lactuca serriola*), pineapple weed (*Matricaria discoidea*), Russian thistle (*Salsola tragus*), and cheeseweed (*Malva parviflora*). A few native plant species found in disturbed areas include common fiddleneck, doveweed (*Croton setiger*), horseweed (*Erigeron canadensis*), and telegraph weed (*Heterotheca grandiflora*). (L&L, 2024a, p. 49)

B. Plant Species

A total of 109 plant species were observed within the Survey Ara during surveys conducted in 2020, 2022, and 2023, plus one or more unidentified ornamental species. Of these, at least 64 (59 percent) are non-native or ornamental species. A list of all plant species observed during surveys is included in Appendix A to the Project's BRA (EIR *Technical Appendix E1*). (L&L, 2024a, p. 52)

No State- or federally-listed plant species were observed within the Survey Area during surveys. Listed plant species known from the region are either absent or not expected to occur. The Survey Area is not within designated critical habitat for any federally-listed plant species. No narrow endemic or special-status plant species were observed in the Survey Area during surveys. (L&L, 2024a, p. 52)

Three special-status species (Plummer's mariposa lily, smooth tarplant, and Parry's spineflower) were not observed but have a moderate or low to moderate potential for occurrence, as described below. A more thorough analysis of the potential for occurrence of listed and special status plant species is provided in Appendix C to the Project's BRA (*Technical Appendix E.1*). (L&L, 2024a, p. 52)

1. Narrow Endemic Plant Species

The Project's Survey Area is located in a designated survey area under the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Section 6.1.3 for narrow endemic plant species, specifically Marvin's (Yucaipa) onion and many-stemmed dudleya. (L&L, 2024a, p. 52)

Marvin's Onion

Marvin's (Yucaipa) onion (*Allium marvinii*) is a perennial bulb-forming herb in the Alliaceae (Onion) family. It flowers from April through May and is found in openings within chaparral on clay soils. The species' elevation range is 2,500 to 3,500 feet and is found only in Riverside and San Bernardino Counties. The species is not State or federally listed; it has a California Rare Plant Rank (CRPR) of 1B.2 (rare, threatened, or

endangered in California and elsewhere; moderately threatened in California). Under the MSHCP, Marvin's onion is considered adequately conserved, but surveys are required in certain areas. (L&L, 2024a, p. 52)

There are three (3) documented occurrences of Marvin's onion in the California Natural Diversity Database (CNDDB) within five (5) miles of the Project site. The first is Element Occurrence (EO) #1 located about 3.6 miles northeast of the Project site. This occurrence was found in a clay soil opening in chamise chaparral and was observed in 1993, 2001, and 2005. About 1,000 plants were observed in 2005. The second and third documented occurrences are EO #43 and #44. EO #43 consisted of 19 plants and was found along a transmission line corridor in 2017. It is located about 0.6-mile south of the Project site. EO #44 was observed in 2013 within sparse Riversidean sage scrub with relatively abundant non-native bromes. Soils were noted as gravelly loamy with possible clay inclusion. This occurrence is located 1.0 mile east of the site. (L&L, 2024a, pp. 52-53)

Marvin's onion was not observed within the Project's Survey Area during the 2022 or 2023 surveys conducted during the flowering period for this species. Precipitation was below average in 2022 but was well above average in 2023. A reference site for Marvin's onion also was visited on April 5, 2022, at Bogart Regional Park in the Cherry Valley area (approximately 4.8 miles west-northwest of the Project site at an elevation of 3,200 feet) and the plants were found to be flowering and identifiable. Based on disturbances associated with current and past land use, most of the Project's Survey Area does not provide potentially suitable habitat for Marvin's onion. Remnant chaparral habitat within the Survey Area has a thick understory of non-native grasses. Clay soils have not been mapped within the Survey Area and none were observed during surveys. Based on long-term and ongoing disturbance within the Survey Area, lack of clay soils, thick growth of non-native grasses in remnant chaparral habitat, and negative survey results, suitable habitat to support Marvin's onion is not present within the Project's Survey Area and this species is considered absent. (L&L, 2024a, p. 53)

Many-Stemmed Dudleya

Many-stemmed dudleya (*Dudleya multicaulis*) is a perennial herb in the Crassulaceae (Stonecrop) family. It flowers from April through July and is found in chaparral, coastal scrub, and valley and foothill grassland, often on clay soils. The species elevation range is 50 to 2,600 feet above mean sea level (amsl) and is found in coastal southern California. Many-stemmed dudleya is associated with openings and thinly vegetated areas in chaparral, coastal sage scrub, and grasslands underlain by clay and cobbly clay soils of the Altamont, Auld, Bosanko, Claypit, and Porterville series. In western Riverside County the majority of known populations are from Temescal Canyon, Gavilan Hills, and Alberhill portions of the County and the Santa Ana Mountains. (L&L, 2024a, pp. 53-54)

Many-stemmed dudleya typically is associated with clay soils in barrens, rocky places, and ridgelines as well as thinly vegetated openings in chaparral, coastal sage scrub, and southern needlegrass grasslands on clay soils. Most populations are associated with coastal sage scrub. The species is not State- or federally-listed; it has a CRPR of 1B.2 (rare, threatened, or endangered in California and elsewhere; moderately threatened in California). Under the MSHCP, many-stemmed dudleya is considered adequately conserved, but surveys are required in certain areas. There are no CNDDB documented occurrences of many-stemmed dudleya within

five (5) miles of the Project site. The nearest occurrence is about 25 miles to the southwest. (L&L, 2024a, p. 54)

Many-stemmed dudleya was not observed within the Project's Survey Area during surveys conducted during the flowering period for the species in 2022 and 2023. Precipitation was below average in 2022 but was well above average in 2023. A reference site for many-stemmed dudleya also was visited on May 2, 2022, in Temescal Canyon (about 28 miles southwest of the Project site at an elevation of about 1,040 feet) and the plants were found to be flowering and identifiable. Based on disturbances associated with current and past land use, most of the Project's Survey Area does not provide potentially suitable habitat for many-stemmed dudleya. The Project's Survey Area has thick growth of non-native grasses throughout. Clay soils have not been mapped within the Project's Survey Area and none were observed during surveys. (L&L, 2024a, p. 54)

Based on long-term and ongoing disturbance within the Project's Survey Area, lack of clay soils, thick growth of non-native grasses, absence of documented occurrences in the Project vicinity, and negative survey results, suitable habitat to support many-stemmed dudleya is not present within the Project's Survey Area and this species is considered absent. (L&L, 2024a, p. 54)

2. Special-Status Plant Species

No special-status plant species were found within the Project's Survey Area during 2020, 2022, or 2023 surveys. Three special-status plant species have a moderate or low to moderate potential to occur: Plummer's mariposa lily (*Calochortus plummerae*), smooth tarplant (*Centromadia pungens* ssp. *laevis*), and Parry's spineflower (*Chorizanthe parryi* var. *parryi*). (L&L, 2024a, p. 55)

Plummer's Mariposa Lily

Plummer's mariposa lily is a perennial bulb-forming herb in the Liliaceae (Lily) family. It flowers from May through July and is found on granitic or rocky soils in chaparral, cismontane woodland, coastal scrub, lower montane coniferous forest, and valley and foothill grasslands, and typically is found within elevations between range is 330 to 5,580 feet above mean sea level (amsl). This is a perennial species that grows from a bulb, but plants may not sprout or flower every year. Plummer's mariposa lily blooms abundantly after fires, with flowering decreasing substantially within ten years after the fire. Growth and flowering also are affected by rainfall levels and bulbs may remain dormant during dry years. Herbivory also may remove the above-ground biomass and make the plants undetectable. If plants do not produce flowers, they cannot be detected by surveys. There are eight (8) CNDDB documented occurrences of Plummer's mariposa lily within five (5) miles of the Project site. The closest is from 1978 and is located immediately south of the Project site at the Cherry Valley exit off the I-10 freeway. It was not found at that location during a 2003 survey. This species has a California Rare Plant Rank (CRPR) of 4.2 (limited distribution, moderate degree of threat) and is covered under the MSHCP and considered adequately conserved. The MSHCP does not require focused surveys for this species. (L&L, 2024a, p. 55)

Plummer's mariposa lily was not observed within the Project's Survey Area during surveys conducted during the flowering period for the species in 2022 (on site) and 2023 (off site). Rainfall levels in 2022 were well below average, while rainfall levels in 2023 were well above average. A reference site for Plummer's mariposa

lily was visited on May 22, 2022, near the City of Glendora (about 45 miles west-northwest of the Project site at an elevation of 1,254 feet) and the plants were found to be flowering and identifiable. The reference site for Plummer's mariposa lily near Glendora was visited again on June 14, 2023 and the plants were flowering and identifiable. It is unknown when the Project site last burned in a fire. Field surveys did not note any evidence of a recent burn and Google Earth images for the past ten years also do not show any evidence of a recent burn. Given the available evidence, Plummer's mariposa lily cannot be determined to be absent and it has a moderate potential to occur on the site. (L&L, 2024a, pp. 55-56)

Smooth Tarplant

Smooth tarplant is an annual herb in the Asteraceae (Aster) family. It flowers from April through September and is found on alkaline soils in chenopod scrub, meadows and seeps, playas, riparian woodland, valley and foothill grasslands, and disturbed sites. The species' elevation range is 0 to 2,100 feet. It is found in Riverside, San Bernardino, Los Angeles, and San Diego Counties. Smooth tarplant is an annual species that may experience yearly fluctuations in population size due to environmental conditions, including rainfall levels. This species is considered facultative, meaning it can be found in wetland or non-wetland areas and can grow in hydric, mesic, or xeric habitats. Unlike many other rare species, smooth tarplant is tolerant of disturbance. This species has a CRPR of 1B.1 (rare or endangered in California and elsewhere, seriously threatened in California). Smooth tarplant is a covered species under the MSHCP. Surveys for smooth tarplant are required within the MSHCP Criteria Area Species Survey Area (CASSA) and mitigation is required if the species is present in the CASSA. However, the Project is not within the CASSA and thus the MSHCP does not require surveys or mitigation for the Project site. (L&L, 2024a, p. 56)

Smooth tarplant was not observed within the Project's Survey Area during surveys conducted during the flowering period (April through September) for the species in 2022 (on site) and 2023 (off site). Precipitation was well above average in 2023, but was below average in 2022. A reference site for smooth tarplant was visited on May 4, 2022, along Warren Road in Hemet (about 14 miles south of the Project site at an elevation of 1,510 feet amsl) and the plants were found to be flowering and identifiable. The reference site for smooth tarplant in Hemet was visited again on April 28, 2023 and the plants again were flowering and identifiable. Given the available evidence, smooth tarplant cannot be determined to be absent and it has a low to moderate potential to occur on the site. (L&L, 2024a, pp. 56-57)

Parry's Spineflower

Parry's spineflower is an annual herb in the Polygonaceae (Buckwheat) family. It flowers from April through June and is found in openings in chaparral, cismontane woodland, coastal scrub, and valley and foothill grasslands. It is sometimes found on rocky or sandy soils. The species' elevation range is 900 to 4,005 feet. It is found in Riverside, San Bernardino, and Los Angeles, Counties. There are five (5) CNDDB documented occurrences of Parry's spineflower within five (5) miles of the Project site. The closest is from 2005 and is about 2.6 miles southeast of the Project site. This species has a CRPR of 1B.1 (rare or endangered in California and elsewhere, seriously threatened in California) and is covered under the MSHCP and considered adequately conserved. The MSHCP does not require focused surveys for this species. (L&L, 2024a, p. 57)

Parry's spineflower was not observed within the Project's Survey Area during surveys conducted during the flowering period for the species in 2022 and 2023. Parry's spineflower is an annual species that may experience yearly fluctuations in population size due to environmental conditions, including rainfall levels. As previously noted, rainfall was below average in 2022 but well above average in 2023. A reference site for Parry's spineflower was visited on May 2, 2022, at Bogart Regional Park in the Cherry Valley area (approximately 4.8 miles west-northwest of the Project site at an elevation of 3,200 feet) and the plants were found to be flowering and identifiable. The reference site for Parry's spineflower at Bogart Regional Park was visited again on May 10, 2023 and the plants were again flowering and identifiable. Given the available evidence, Parry's spineflower cannot be determined to be absent and it has a low to moderate potential to occur on the site. (L&L, 2024a, p. 57)

C. *Regulated Trees*

Chapter 18.80 (Tree Preservation) of the City of Calimesa Municipal Code regulates and establishes criteria for the cutting, pruning, removal, relocation, or replacement of oak trees to ensure that no oak trees are removed unless necessary for the reasonable conforming use of property justifies the removal, or unless adequate mitigation is provided requiring the replacement of oak trees. Other tree species are regulated under Section 18.70.120 of the Municipal Code (Tree Preservation Guidelines), which requires a permit, tree survey, and planting of replacement trees, as well as specific requirements for avoidance of impacts to trees that will be retained. Thus, while generally not considered a sensitive plant species or plant community, an analysis of trees present within the Survey Area was conducted by L&L in order to demonstrate compliance with the requirements established by Chapter 18.80 and Section 18.70.120 of the City's Municipal Code.

A tree survey was conducted in 2022 by L&L, which identified a total of 166 oaks and non-oak trees within the Project's Survey Area. The identified tree species included 54 scrub oaks (*Quercus berberidifolia*), ten (10) blue elderberries (*Sambucus mexicana*), eight (8) California fan palms (*Washingtonia filifera*), and 94 non-native ornamental trees of various species, as summarized in Table 4 of the Project's Tree Survey (*Technical Appendix E4*). (L&L, 2024a, p. 58).

Of the 54 scrub oaks identified on the Project site, some have a Diameter at Breast Height (DBH) of less than two inches but are in a cluster (oak grove) with other scrub oaks. No other oak species are present and no heritage oaks, as defined by Chapter 18.80 of the City of Calimesa Municipal Code, are present. All of the scrub oaks are regulated under Chapter 18.80 (Tree Preservation) of the City of Calimesa Municipal Code. (L&L, 2024a, p. 58)

The survey found 18 non-oak native trees and 94 non-oak ornamental trees within the Project's Survey Area (refer to Figures 9a, 10a, and 10b of the Project's BRA, included as EIR *Technical Appendix E.1*). Of these, 29 have a DBH of 24 inches or greater. These trees are regulated under Chapter 18.70.120 (Tree Preservation Guidelines) of the City of Calimesa Municipal Code. (L&L, 2024a, p. 58)

Five (5) of the non-native tree species identified within the Project's Survey Area are considered invasive. These species are black locust (*Robinin pseudoacacia*), Brazilian pepper (*Schinus terebinthifolius*), Cootamundra wattle (*Acacia baileyana*), olive (*Olea europaea*), and tree of heaven (*Ailanthus altissima*). The

unidentified palm may be a Mexican fan palm (*Washingtonia robusta*), which is also an invasive species. African sumac (*Searsia lancea*) is considered an invasive species in Arizona but is not currently on the invasive species inventory for California. The unidentified ornamentals also may be invasive species. (L&L, 2024a, p. 58)

Black locust, Brazilian pepper, Cootamundra wattle, olive, retama (Mexican) palo verde (*Parkinsonia aculeata*), and tree of heaven also are listed in Table 6-2 of the MSHCP, which identifies plants that should be avoided adjacent to an MSHCP Conservation Area. (L&L, 2024a, p. 58)

D. Wildlife Species

A total of 46 vertebrate wildlife species (mostly birds) were detected within the Project's Survey Area during surveys conducted during 2020, 2022, and 2023. A list of all wildlife species detected within the Project's Survey Area is provided in Appendix A to the Project's BRA (*Technical Appendix E.1*). No federal or State-listed or fully-protected wildlife species were observed during the surveys. The Survey Area is not located within United States Fish and Wildlife Service (USFWS) designated critical habitat for any federally-listed wildlife species. (L&L, 2024a, p. 65)

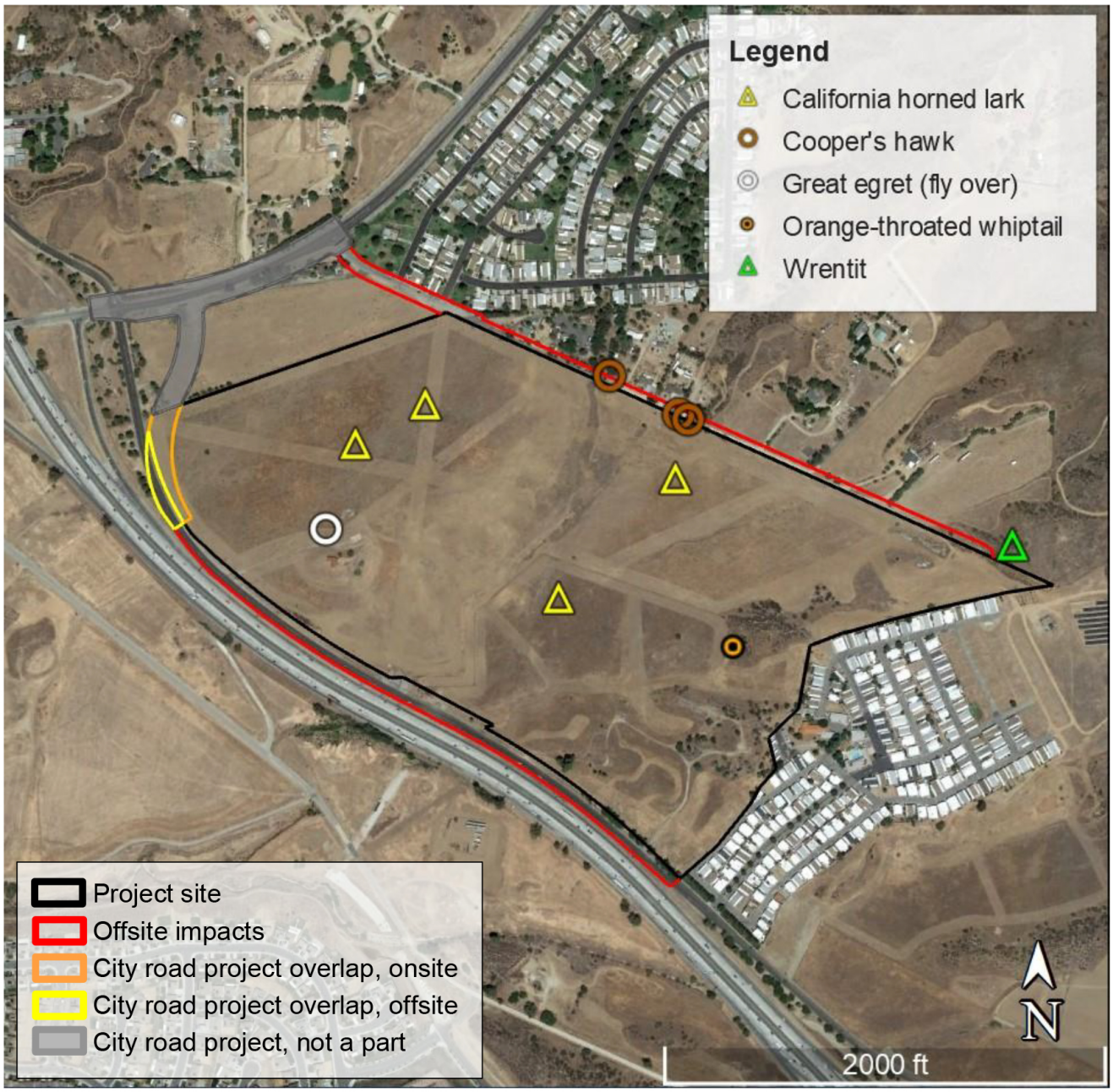
Five special-status wildlife species were observed within the Project's Survey Area, as well as habitat for nesting birds, as described below. Locations of special-status wildlife species are provided in Appendix B to the Project's BRA (*Technical Appendix E.1*) and mapped on Figure 4.4-3, *Special-Status Wildlife Observations*. CNDDB forms are included in Appendix F to the Project's BRA, while an analysis of potentials for occurrence of special status wildlife species is provided in Appendix C to the Project's BRA. (L&L, 2024a, p. 65)

1. Listed and Fully-Protected Wildlife

No State- or federally-listed wildlife species were observed within the Project's Survey Area during biological field surveys. The Survey Area is not within designated critical habitat for any federally-listed wildlife species. Refer to the Project's BRA pages 65-66 for information about least Bell's vireo (*Vireo bellii pusillus*), southwestern willow flycatcher (*Empidonax traillii extimus*), and western yellow-billed cuckoo (*Coccyzus americanus occidentalis*), which L&L confirmed are all absent from the Project's Survey Area, and have no reasonable potential of presence. (L&L, 2024a, pp. 62-63)

Fairy Shrimp

Soil types mapped on the Project site and in the Project's off site disturbance area are not consistent with an alkali playa or vernal pool complex. Pools or depressions characteristic of naturally occurring vernal habitat were not observed on the site and no wetland or vernal pool plant species were found to be present. No evidence of ponding (i.e., cracked soils, tire ruts, etc.) was observed on the site during surveys in 2020 or 2022. However, surveys in 2023 observed ponded water in offsite areas along Calimesa Boulevard and Beckwith Avenue. (L&L, 2024a, p. 65) The formation of these areas likely occurred from vehicles trespassing off the paved roads surfaces. The ponded areas observed in 2023 were determined to be potential habitat for fairy shrimp.



Source(s): L&L Environmental, Inc. (09-15-2023)

Figure 4.4-3

Not to Scale

Special-Status Wildlife Observations

A habitat assessment conducted in 2023 found ten features within the Project site with evidence of ponding water suitable to support fairy shrimp. These features consist of tire ruts and tracks, low-lying areas within dirt roads, and ditches (refer to Figure ~~11~~ 3 of the Project's Fairy Shrimp Report~~BRA~~, included as *Technical Appendix E~~9~~* to the Project's Final EIR). Refer to Subsections 3.3 through 3.5 of the Project's Fairy Shrimp Report for a detailed description of the dry season survey methodology, which was conducted in accordance with USFWS protocol. A dry season focused fairy shrimp survey was conducted in October 2023. Examination of the dry season samples found fairy shrimp cysts in samples from two of the features (OV-34 and OV-5). The cysts were cultured and the resulting nauplii (larval fairy shrimp) were raised to the point where they had matured sufficiently to be identified to species. Only the common versatile fairy shrimp (*Branchinecta lindahli*; also known as Lindahl's fairy shrimp) was found in the dry season samples. ~~Additional details regarding the dry season survey results can be found in the dry season fairy shrimp survey report in Appendix K to the Project's BRA (*Technical Appendix E1)*. (L&L, 2024a, pp. 65-66)~~ (Huffman, 2024, pp. 4-5)

Wet season surveys were in progress at the time this Draft EIR was published, but since have been completed, and the results of the wet season surveys are reported in the Project's Fairy Shrimp Report (*Technical Appendix E9* to the Project's Final EIR). Refer to Subsections 3.3 through 3.5 of the Project's Fairy Shrimp Report for a detailed description of the wet season survey methodology, which was conducted in accordance with USFWS protocol. In summary, beginning on January 11, 2024, the 11 ponding features at the Project site were sampled at seven-day intervals until all features were dry by May 4, 2024, marking the end of the wet season in the local area. Collected specimens were vouchered and scheduled to be delivered at the nearest approved repository. The results indicated that mature fairy shrimp were present in feature OV-03, but were identified as the Lindahl's fairy shrimp (*Branchinecta lindahli*), which is a common species of fairy shrimp and is not federally-listed as Endangered or Threatened. Feature OV-05, which had positive results for fairy shrimp during dry season sampling, did not receive enough precipitation to sustain fairy shrimp life cycles. All other features were negative for the presence of fairy shrimp. (Huffman, 2024, pp. 2-3, 5)
~~The wet season surveys have been consistent with the dry season surveys, and no additional potential impacts have been identified to date. Only the common versatile fairy shrimp has been identified at the time this Draft EIR was published. Surveys will be completed at the end of the wet season in early 2024, and will be publicly available when complete, as well as incorporated into the Final EIR. (L&L, 2024a, p. 66)~~

Crotch's Bumble Bee

Crotch's bumble bee was formerly on the CDFW list of Special Animals with a rank of S1S2 (imperiled to critically imperiled) but was made a candidate for State listing as endangered on June 12, 2019. This status was challenged in court and a trial court decision temporarily removed its candidacy in February 2021. A State Supreme Court ruling revised this judgement and reinstated its candidacy on September 30, 2022 (Supreme Court Case S275412). The latest information from CDFW indicates that the species is a candidate for State listing as endangered. Under the California Endangered Species Act (CESA), candidates for listing receive the same protections as listed species. Crotch's bumble bee is not a covered species under the MSHCP. (L&L, 2024a, p. 69)

Crotch's bumble bee occurs in open grassland and scrub habitats and primarily nests underground, often using abandoned rodent burrows, but may also use rock piles, tree cavities, etc. Crotch's bumble bee has a very short

tongue, and thus is best suited to forage at open flowers with short corollas. Food plants include *Asclepias, Chaenactis, Lupinus, Medicago, Phacelia, Salvia*, and others. The range of this species includes all of California from the northern border south to Mexico, and into Baja, Mexico and southwestern Nevada. In California, the majority of records are south of San Francisco along the coast and western desert into southern California. (L&L, 2024a, p. 69)

Crotch's bumble bees are typically active between March and September, with peak activity coinciding with peak forage blooming periods. The flight period for Crotch's bumble bee queens in California is from late February to late October, peaking in early April, with a second pulse in July. The flight period for workers and males in California is from late March through September; worker and male abundance peak in early July. (L&L, 2024a, p. 69)

Bumble bee queens emerge from hibernation in the early spring and immediately start foraging for pollen and nectar and begin to search for a nest site. Nests often are located underground in abandoned holes made by ground squirrels, mice, and rats, or occasionally abandoned bird nests. Some species nest on the surface of the ground (in tufts of grass) or in empty cavities. Other sheltered areas, such as downed wood, rock walls, brush piles, etc., may also be used for nesting. Colonies typically consist of between 50 and 500 workers at their peak along with the queen. However, the size of Crotch's bumble bee colonies has not been well documented. (L&L, 2024a, p. 69)

Based on the habitat assessment, there is potentially suitable habitat for Crotch's bumble bee on the site, mainly associated with patches of native coastal sage – chaparral scrub in the eastern and southeastern portions of the Survey Area. Potential food plants for Crotch's bumble bee observed on the site include dove lupine (*Lupinus bicolor*), white chick lupine (*Lupinus microcarpus* var. *densiflorus*), California burclover (*Medicago polymorpha*), leafy California wild buckwheat (*Eriogonum fasciculatum* var. *foliolosum*), slender wild buckwheat (Eriogonum gracile), and possibly others such as deerweed (Acmispon glaber), California-aster (Corethrogyne filaginifolia var. filaginifolia), California sun cup (Camissoniopsis bistorta), and wild hyacinth (Dichelostemma capitatum). A plant species list for the site is included in Appendix A to the Project's BRA (EIR *Technical Appendix E.1*). (L&L, 2024a, p. 70)

There are five CNDDB records of Crotch's bumble bee within five (5) miles of the Project site. The closest observation of this species is from a specimen collected on April 22, 1975 (EO#181). The area is recorded as Calimesa. The exact location is unknown but mapped by the CNDDB approximately 1.0-mile northwest of the Project site. Two Crotch's bumble bees were observed on April 14, 2020 (EO #220) about 2.2 miles southwest of the site. Another record (EO #180) is east of Yucaipa. The exact location is unknown but mapped by the CNDDB about 2.6 miles northeast of the site. A Crotch's bumble bee was collected at this location on April 20, 1977. One bee was observed on May 5, 2020 (EO #278) about 3.7 miles south-southeast of the Project site. Bees were observed at a location about 4.2 miles southwest of the site in 1958, 1966, and April 2020 (EO #199). (L&L, 2024a, p. 70)

Bumble Bee Watch (BBW) is a community science project through the partnership of The Xerces Society, the University of Ottawa, Wildlife Preservation Canada, BeeSpotter, The Natural History Museum in London, and the Montreal Insectarium. Bumble bee sightings/photos are submitted by individuals and verified by bumble

bee experts. There is one additional sighting of Crotch's bumble bee within about five (5) miles of the Project site in BBW records (# Bee-84388). One female was observed foraging on larkspur (*Delphinium* species) in a residential area on May 3, 2021, about 4.9 miles southeast of the site. (L&L, 2024a, p. 70)

Although there are patches of native habitat and potential forage plants present on the site, the 2023 focused survey found no Crotch's bumble bee individuals or nests on the site. Also, no other bumble bee species were observed during the survey. (L&L, 2024a, p. 70)

Other Listed or Fully-Protected Wildlife

Other listed or fully protected wildlife species that have not been observed within the Project's Survey Area but have a low to moderate or high potential to occur include white-tailed kite (*Elanus leucurus*) and Stephens' kangaroo rat (*Dipodomys stephensi*). (L&L, 2024a, p. 71)

White-tailed kite is a State fully-protected species. This species has a low to moderate potential to forage on within the Project's Survey Area and a low potential to nest there. White-tailed kite is a covered species under the MSHCP and considered adequately conserved. However, the MSHCP does not provide take authorization for nesting birds and State and federal permits issued for the MSHCP do not allow direct mortality or take of white-tailed kite. (L&L, 2024a, p. 71)

Stephens' kangaroo rat is federally listed as endangered and State listed as threatened. The Survey Area is not within the boundaries of the Stephens' Kangaroo Rat Habitat Conservation Plan (SKR HCP). The MSHCP covers impacts to Stephens' kangaroo rat because the Project site is located within the MSHCP boundaries but is located outside of the boundaries of the SKR HCP. This species has a high potential to occur within the Project's Survey Area. Stephens' kangaroo rat is a covered species under the MSHCP and considered adequately conserved. The MSHCP does not require trapping surveys for Stephens' kangaroo rat. (L&L, 2024a, p. 71)

No other listed or fully protected wildlife species have a low to moderate, moderate, or high potential to occur. An analysis of potentials for occurrence of listed and fully protected wildlife species is provided in Appendix C to the Project's BRA (*Technical Appendix E.1*). (L&L, 2024a, p. 71)

2. Special-Status Wildlife

Burrowing Owl

The Project site is located within a MSHCP survey area for the Burrowing owl (*Athene cunicularia*). The burrowing owl also is protected under the federal Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (CFGC) as a CDFW Species of Special Concern. (L&L, 2024a, p. 73)

Burrowing owl is a small, ground-dwelling owl found in open dry grassland, desert, or shrubland areas and in uncultivated agricultural areas, rangelands, and other open areas with low-growing vegetation. Burrows are an essential element of burrowing owl habitat. Although the burrowing owl is capable of excavating its own burrows in soft soils, it typically modifies and inhabits abandoned burrows of small burrowing mammals, such

as ground squirrels and pocket gophers. Burrowing owls also have been known to use man-made structures such as cement culverts, debris piles, and other artificial burrows. (L&L, 2024a, p. 73)

Occupancy of burrowing owl habitat can be verified at a site by observation of at least one (1) owl or owl sign (molted feathers, cast pellets, prey remains, eggshell fragments, or excrement) at or near a burrow entrance. A site is considered occupied if at least one (1) owl has been identified onsite in the past three (3) years, because (if undisturbed) burrowing owls exhibit high site fidelity. (L&L, 2024a, p. 73)

There are no CNDDB documented occurrences of burrowing owl within five (5) miles of the Project's Survey Area, but there are two eBird records. Observations at eBird are submitted by "citizen scientists" and should be interpreted with caution. The closest of these is located at Noble Creek Park about 3.3 miles southeast of the Project site. This observation is from July 2018 and consists of a breeding pair and five (5) juveniles in a field adjacent to the park. This observation includes clear photographs of two adult burrowing owls and three (3) juveniles. The second observation is near Redlands, about 4.8 miles northeast of the Project site. This observation is from March 2021 and consists of one burrowing owl. (L&L, 2024a, p. 73)

Burrowing owl habitat assessments were conducted in 2020 and 2022 and protocol breeding season surveys were conducted 2022 within the Project's Survey Area. Potentially suitable habitat and small mammal burrows are present within the Project's Survey Area and in undeveloped areas of the buffer. No burrowing owls, occupied burrows, or burrowing owl sign (pellets, excrement, feathers, tracks, etc.) were observed within the Project's Survey Area or in the buffer during surveys. No burrowing owls or owl sign were incidentally observed during biological surveys in 2023. (L&L, 2024a, p. 73)

Other Special-Status Wildlife Species

Five (5) special status wildlife species were observed during biological field surveys, including orange-throated whiptail (*Aspidoscelis hyperythrus*), Cooper's hawk (*Accipiter cooperi*), Great egret (*Ardea alba*), Wrentit (*Chamaea fasciata*), and California horned lark (*Eremophila alpestris actia*) (L&L, 2024a, pp. 71-72).

Orange-throated whiptail (lizard) is a CDFW Watch List species. CDFW maintains a Watch List consisting of taxa that either do not meet the criteria for CDFW Species of Special Concern or were previously designated as Species of Special Concern but no longer merit that status. There is concern for the long-term viability of Watch List species and a need for additional information to clarify their status. One adult whiptail was observed in the coastal sage/chaparral scrub habitat in the southeastern end of the Project site. Orange-throated whiptail is a covered species under the MSHCP and considered adequately conserved. The MSHCP does not require surveys for this species. (L&L, 2024a, p. 72)

Cooper's hawk is a CDFW Watch List species. One adult Cooper's hawk was observed perching in an ornamental tree along the north-central boundary of the Project site both in 2020 and 2022 (may be the same bird). No nesting activity was observed but the species has a moderate potential to nest on or adjacent to the site. Cooper's hawk is a covered species under the MSHCP and considered adequately conserved. However, the MSHCP does not provide take authorization for nesting birds. (L&L, 2024a, p. 72)

Great egret is a CDFW Special Animal. One individual was observed flying over the site during 2023 surveys. There is no suitable nesting habitat for this species on the site due to the lack of presence of foraging habitat or a presence of only marginal foraging habitat. Great egret is not a covered species under the MSHCP. (L&L, 2024a, p. 72)

Wrentit is a USFWS Bird of Conservation Concern. One individual was detected (by song) in an adjacent area near the northeastern corner of the site during 2023 surveys. There is no or marginal foraging and nesting habitat for this species on the site. Wrentit is not a covered species under the MSHCP. (L&L, 2024a, p. 72)

California horned lark is a CDFW Watch List species. A total of about 25 horned larks were observed on five different survey days in 2022. The species was also present in 2023 with about four to six individuals observed on each of three different survey days. Observations were all in the grasslands in the central area of the site. No nesting activity was observed but this species has a high potential to nest on the site. California horned lark is a covered species under the MSHCP and considered adequately conserved. However, the MSHCP does not provide take authorization for nesting birds. (L&L, 2024a, p. 72)

Other special status wildlife species that have not been observed within the Project's Survey Area, but have a high, moderate to high, moderate, or low to moderate potential to occur are listed below (L&L, 2024a, p. 74):

- Southern California legless lizard (*Anniella stebbinsi*; CDFW Species of Special Concern)
- Coast horned lizard (*Phrynosoma blainvillii*; CDFW Species of Special Concern)
- Southern California rufous-crowned sparrow (*Aimophila ruficeps canescens*; CDFW Watch List species)
- Ferruginous hawk (*Buteo regalis*; USFWS Bird of Conservation Concern, CDFW Watch List species)
- Nuttall's woodpecker (*Dryobates nuttallii*; USFWS Bird of Conservation Concern)
- Loggerhead shrike (*Lanius ludovicianus*; USFWS Bird of Conservation Concern, CDFW Species of Special Concern)
- Allen's hummingbird (*Selasphorus sasin*; USFWS Bird of Conservation Concern)
- Lawrence's goldfinch (Spinus lawrencei; USFWS Bird of Conservation Concern, CDFW Special Animal)
- Pallid bat (*Antrozous pallidus*; CDFW Species of Special Concern)
- Dulzura pocket mouse (*Chaetodipus californicus femoralis*; CDFW Species of Special Concern)
- Northwestern San Diego pocket mouse (*Chaetodipus fallax fallax*; CDFW Species of Special Concern)
- Townsend's big-eared bat (*Corynorhinus townsendii*; CDFW Species of Special Concern)
- Western mastiff bat (*Eumops perotis californicus*; CDFW Species of Special Concern)
- San Diego black-tailed jackrabbit (*Lepus californicus bennettii*; CDFW Special Animal)

- Los Angeles pocket mouse (*Perognathus longimembris brevinasus*; CDFW Species of Special Concern)

Coast horned lizard, southern California rufous-crowned sparrow, ferruginous hawk, loggerhead shrike, northwestern San Diego pocket mouse, San Diego black-tailed jackrabbit, and Los Angeles pocket mouse are covered species under the MSHCP and considered adequately conserved. However, the MSHCP does not provide take authorization for nesting birds. The MSHCP does not require surveys for any of the above-listed species within the Project's Survey Area. The remaining species (Southern California legless lizard, Nuttall's woodpecker, Allen's hummingbird, Lawrence's goldfinch, pallid bat, Dulzura pocket mouse, Townsend's big-eared bat, and mastiff bat) are not covered under the MSHCP. See Appendix C to the Project's BRA (*Technical Appendix E.1*) for details. (L&L, 2024a, pp. 74-75)

A habitat assessment for bats was conducted in 2023 and found suitable day, night, and maternity roosting habitat in the abandoned residence and some trees on the site (see Appendix J to the Project's BRA, included as EIR *Technical Appendix E.1*). Nighttime emergence surveys are planned for 2024. (L&L, 2024a, p. 75)

Day roosts serve to protect bats from predators and the elements during the day while resting and/or rearing their young; in human-made structures like buildings and culverts, these roosts are usually in small cavities or crevices. Bat species that most commonly use anthropogenic structures for roosting include the Mexican free-tailed bat (*Tadarida brasiliensis mexicana*), big brown bat (*Eptesicus fuscus*), pallid bat (*Antrozous pallidus*), and Yuma myotis (*Myotis yumanensis*). Although bat roosts in structures can be relatively easy to identify, tree roosts are more cryptic and require close examination. Some species of bats that use trees for roosting, such as western yellow bat (*Lasiurus xanthinus*), western red bat (*Lasiurus blossevillii*), and hoary bat (*Lasiurus cinereus*), day roost alone or in small family groups in the foliage of trees or shrubs, while other bat species (e.g., pallid bat and big brown bat) day roost in crevices or cavities found in mature trees and snags. (LSA, 2023, p. 1)

Some types of day roosts where bats are particularly vulnerable to disturbance include maternity colonies in which female bats congregate to give birth and raise young, and hibernacula, where bats congregate to enter a period of hibernation during the winter months. A night roost, on the other hand, refers to a structure or structural feature (natural or human-made) in which bats roost during the evening between foraging bouts (e.g., crevices, cavities, corners, and recessed open spaces that are sheltered from the wind). Night roosts are typically situated in or near a foraging area and play an important role in the energetics and social interaction of bats. Because bats have separate roosting and foraging habitat requirements, it is expected that some bats may use one area for foraging and another for roosting. While more extensive and direct impacts to bats occur through roost removal, destruction, or disturbance, indirect impacts such as decline of prey base due to loss or modification of foraging habitat can also be substantial. Therefore, when assessing an area with regard to proposed alterations to habitat, a landscape-level approach is required to adequately determine potential impacts to bats. (LSA, 2023, p. 2)

Despite the Project site's heavily disturbed nature, the Project area's proximity to native scrub habitat along the undeveloped hillsides to the northeast and southwest increases the likelihood that any suitable bat roosting habitat within the proposed Project area could be used by bats. Based on the Project-specific Bat Survey

conducted by LSA (EIR *Technical Appendix E.6*), suitable day-roosting habitat for bats was identified in several areas throughout the Project site. Specifically, the abandoned residence on site contains cave-like features suitable for day-roosting bats, including a basement below the house and an attic space. In addition to the abandoned residence, day-roosting habitat for crevice-roosting bats (including colonial species that form maternity colonies) also was observed in the palm frond "skirts" of several nonnative palm trees and in three dead trees within the southeastern portions of the Project site. The western yellow bat, a CDFW Species of Special Concern (SSC), is considered an obligate palm-roosting bat. In addition to western yellow bat, at least seven other bat species that may occur in the vicinity of the Project site also have been documented using palm trees as roosts, including western mastiff bat (*Eumops perotis*), Mexican free-tailed bat, big brown bat, western red bat, hoary bat, pallid bat, and canyon bat (*Parastrellus hesperus*). In addition, big brown bats and some myotis species have been documented using palm trees as maternity roosts, so it is possible that any of the palm trees could be used for maternity roosting by species other than western yellow bat. (LSA, 2023, pp. 2-4)

Based on the site-specific Bat Survey, the Project site provides habitat that likely supports diverse insect prey and foraging habitat for a variety of bat species. As such, there is a potential for a variety of bat species to forage and roost within the Project area. (LSA, 2023, p. 4)

3. Nesting Birds

Habitat suitable for nesting birds (including raptors) protected by the MBTA and CFGC is present within and adjacent to the Project's Survey Area. Birds may nest in trees, shrubs, and other vegetation, in tree cavities, holes in bluffs, in burrows (e.g., burrowing owl), on open ground, or on structures and other surfaces. Active nests of common species northern mockingbird (*Mimus polyglottos*) and Anna's hummingbird (*Calypte anna*) as well as inactive nests of other unidentified songbird species were observed during the surveys. (L&L, 2024a, p. 75)

Large trees (mainly ornamental and non-native) are present within the Project's Survey Area and adjacent areas (i.e., within 500 feet). These include tree of heaven (*Ailanthus altissima*), ornamental fir (*Abies* species), ornamental pine (*Pinus* species), and other species. Some of these are large enough to provide suitable habitat for nesting raptors. Several red-tail hawks (*Buteo jamaicensis*) were observed flying over the Survey Area during surveys, but no active raptor nest sites were observed within or adjacent to the Project's Survey Area. (L&L, 2024a, p. 75)

E. Wildlife Movement Corridors and Linkages

Wildlife corridors link together areas of suitable wildlife habitat that are otherwise separated by rugged terrain, changes in vegetation, or human disturbance. The fragmentation of open space areas by urbanization creates isolated "islands" of wildlife habitat. Various studies have concluded that in the absence of habitat linkages that allow movement to adjoining open space areas, some wildlife species (especially the larger and more mobile mammals) will not likely persist over time. Such fragmented or isolated habitat areas hinder the transfer of new individuals and genetic information. Corridors mitigate the effects of this fragmentation by allowing animals to move between remaining habitats, thereby permitting depleted populations to be replenished and promoting genetic exchange; providing escape routes from fire, predators, and human disturbances, thus

reducing the risk that catastrophic events (fire, disease, etc.) will result in population or local species extinction; and serving as travel routes for individual animals as they move in their home ranges in search of food, water, mates, and other necessary resources. (L&L, 2024a, p. 78)

Wildlife movement activities usually fall into one of three movement categories: dispersal (e.g., juvenile animals from natal areas or individuals extending range distributions), seasonal migration, and movements related to home range activities (e.g., foraging for food or water, defending territories, or searching for mates, breeding areas, or cover). (L&L, 2024a, p. 78)

To the west and east of the Project site are large areas of undeveloped land, including MSHCP Conserved Lands and Public/Quasi-Public (PQP) Lands. However, immediately to the west of the Project site is Calimesa Boulevard, the I-10 freeway, and a large area of disturbed land, which would limit terrestrial connectivity to the west (L&L, 2024a, p. 78).

MSHCP Proposed Constrained Linkage 23 is about 0.25-mile to the north of the Project site. The MSHCP defines a constrained linkage as "a constricted connection expected to provide for movement of identified Planning Species between Core Areas, where options for assembly of the connection are limited due to existing patterns of use." (L&L, 2024a, p. 78)

The MSHCP describes Proposed Constrained Linkage 23 as "an upland Linkage located in the vicinity of Cherry Valley, which provides a connection to Bogart County Park and San Timoteo Creek for certain species. This Linkage is constrained by surrounding existing urban and rural residential Development in the City of Calimesa. Planning Species for which Habitat is provided within this Linkage include Bell's sage sparrow, Los Angeles pocket mouse, and San Bernardino mountain kingsnake. Maintenance of a contiguous connection is important for these species. Barriers, including roadways and fencing constructed as part of adjacent Development, may result in fragmentation of the Linkage and affect movement through the Linkage by mammals such as bobcats." (L&L, 2024a, pp. 78-79)

The Study Area provides local movement opportunities for species that live within the site and immediately adjacent undeveloped lands. The Project site is outside of the MSHCP Criteria Cells that make up Proposed Constrained Linkage 23. (L&L, 2024a, p. 79)

F. Waters and Wetlands

Under MSHCP Volume 1, Section 6.1.2, areas associated with wetland and streambed systems must be evaluated for consideration as riparian/riverine or vernal pool habitat. Riparian/riverine areas are defined within the MSHCP as:

> "…lands which contain Habitat dominated by trees, shrubs, persistent emergents, or emergent mosses and lichens, which occur close to or which depend upon soil moisture from a nearby fresh water source; or areas with fresh water flow during all or a portion of the year." (L&L, 2024a, p. 81)

Vernal pools are defined within the MSHCP as:

"…seasonal wetlands that occur in depression areas that have wetlands indicators of all three parameters (soils, vegetation and hydrology) during the wetter portion of the growing season but normally lack wetlands indicators of hydrology and/or vegetation during the drier portion of the growing season. Obligate hydrophytes and facultative wetlands plant species are normally dominant during the wetter portion of the growing season, while upland species (annuals) may be dominant during the drier portion of the growing season…" (L&L, 2024a, p. 81)

1. Jurisdictional Waters

Field work for the jurisdictional delineation was conducted by L&L in 2022 and the report was prepared in 2023 and subsequently revised in August 2024 (refer to EIR *Technical Appendix E3*). There are three (3) ephemeral drainages (Drainage 1/Riverine 1, Drainage 2/Riverine 2, Drainage 4/Riverine 4) within the Project's Survey Area plus one (1) roadside ditch (Drainage 3) along Calimesa Boulevard, as shown on Figure 4.4-4, *CDFW Streambeds/State Waters*. No flowing or ponding water was observed in any of the drainages during surveys (L&L, 2024c, p. 12)~~(L&L, 2024c, p. 14)~~.

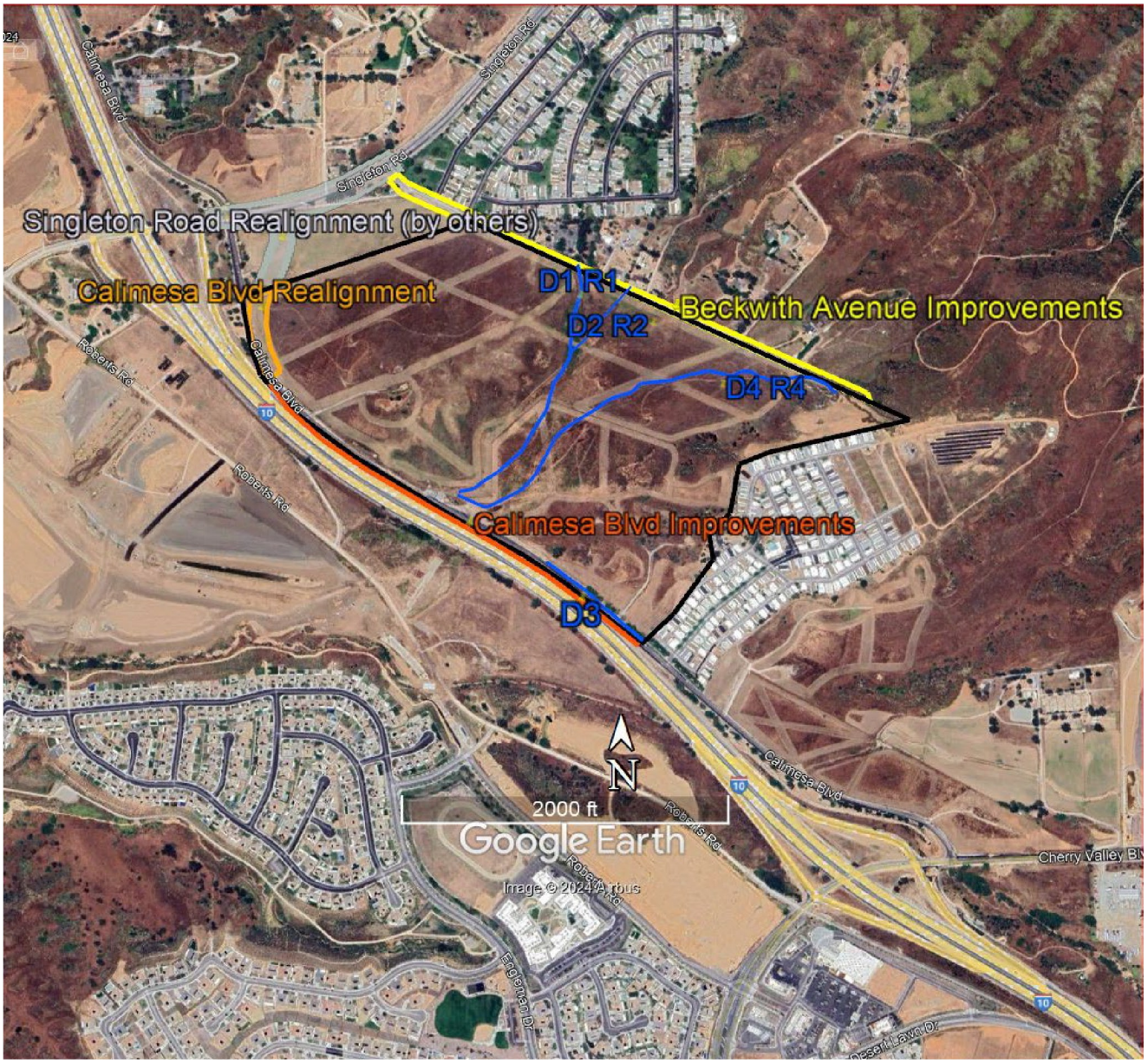
As shown in Table 4.4-2, *Summary of On-Site Drainages*, a total of ~~0.86 acre~~1.26 acres of non-wetland CDFW streambed/State waters ~~is~~ are present, of which ~~0.73 acre~~1.14 acres also ~~is~~ are considered ~~a~~ MSHCP non-riparian riverine habitat ~~resource~~ subject to Section 6.1.2 of the MSHCP. No State wetlands/MSHCP riparian habitat is present and no federal waters or wetlands are present (L&L, 2024f, p. 26)~~(L&L, 2023a, p. 26)~~. An analysis of topographical information and historic aerial images shows that the roadside ditch (Drainage 3) was not present until 2006. It is oriented perpendicular to the natural flow and is not part of any current or previously occurring natural streambed. As such, Drainage 3 is a manmade feature and therefore is not subject to MSHCP Section 6.1.2 (L&L, 2024f, p. 25)~~(L&L, 2023a, p. 25)~~. Impacts to CDFW streambed/State waters require permits from CDFW and the Regional Water Quality Control Board (RWQCB). Impacts to MSHCP riverine resources requires preparation of a Determination of Biologically Equivalent or Superior Preservation (DBESP). A Project-specific DBESP was prepared by L&L and is included in this EIR as *Technical Appendix E5* (L&L, 2024c).

Table 4.4-2 Summary of On-Site Drainages

Drainage	Type of Waters	HGM Code	~~Average Width (ft.)~~	~~Square Feet (~~Acres~~)~~
D1/R1	Riverine Streambed (Unvegetated/Disturbed)	Riverine	~~12.4 ft.~~	~~21,132 s.f. (0.49 acre)~~0.59
D2/R2~~4~~	Riverine Streambed (Unvegetated/Disturbed)	Riverine	~~9.9 ft.~~	~~5,855 s.f. (0.13 acre)~~0.14
D3	Roadside Ditch (Manmade Ditch)[1]	~~–~~Manmade	~~6.8 ft.~~	~~5,418 s.f. (~~0.12~~ acre)~~[1]
D4/R~~4~~3	Riverine Streambed (Unvegetated/Disturbed)	Riverine	~~5.05 f.t~~	~~4,850 s.f. (0.11 acre)~~0.41
Total CDFW Streambeds & State Waters:			~~–~~	~~37,255 s.f. (0.86 acre)~~1.26
Total MSHCP Riverine Streambed:			~~–~~	~~31,837 s.f. (0.73 acre)~~1.14

1. Note: Drainage D3 consists of an upland manmade ditch that is considered a State streambed but is not considered an MSHCP riparian or riverine resource.

(L&L, 2024f, Table 4a and 4b; L&L, 2024c, Table 5)~~(L&L, 2023a, Table 4a and 4b; L&L, 2024c, Table 5)~~



Stream	Applicant's Delineation (acres)	Wildlife Agencies' Delineation (acres)
D1/R1	0.49	0.59
D2/R2	0.13	0.14
D3	0.12	0.12
D4/R4	0.11	0.41
Total	**0.86**	**1.26**

Source(s): L&L Environmental, Inc. (09-01-2024)

Figure 4.4-4

Not to Scale

CDFW Streambeds/State Waters

2. *Vernal Pools*

Soil types mapped within the Project's Survey Area are not consistent with an alkali playa or vernal pool complex. Naturally occurring vernal pool depressions or associated native vernal pool vegetation were not observed within the Project's Survey Area. Pools or depressions characteristic of vernal habitat were not observed within the Project's Survey Area and no wetland or vernal pool plant species were present. No evidence of ponding (i.e., cracked soils, tire ruts, etc.) was observed within the Project site during surveys conducted in 2021 and 2022, although ponded water was observed in off-site areas along Calimesa Boulevard and Beckwith Avenue during 2023 surveys. No MSHCP species listed for protection associated with riparian/riverine areas and vernal pools were observed. Potential fairy shrimp habitat, however, was observed in off-site areas during 2023 surveys. Fairy shrimp surveys were initiated in Fall 2023 and the dry season survey found only the common versatile fairy shrimp. Wet season surveys ~~are~~ were in progress at the time this Draft EIR was published, but since have been completed. ~~and have also found only the common versatile fairy shrimp through February 2024.~~ Beginning on January 11, 2024, the 11 ponding features at the Project site were sampled at seven-day intervals until all features were dry by May 4, 2024, marking the end of the wet season at the Project site. The results indicated that mature fairy shrimp were present in feature OV-03, but were identified as the Lindahl's fairy shrimp (*Branchinecta lindahli*), which is a common species of fairy shrimp and is not federally-listed as Endangered or Threatened. Feature OV-05, which had positive results for fairy shrimp during dry season sampling, did not receive enough precipitation to sustain fairy shrimp life cycles. All other features were negative for the presence of fairy shrimp. (Huffman, 2024, pp. 2-5)
~~Wet season surveys will be completed in early 2024. (L&L, 2024a, p. 82)~~

G. *Multiple Species Habitat Conservation Plan*

The Survey Area (i.e., on- and off-site improvement areas) is within the area covered by the Western Riverside County MSHCP. The Project is subject to the MSHCP because the City of Calimesa is a Permittee and is required to demonstrate consistency with the MSHCP on all discretionary projects. (L&L, 2024a, p. 41) The Project's Survey Area is not located in a Criteria Cell; therefore, the Project is not subject to the Reserve Assembly requirements of the MSHCP or the Joint Project Review process. However, the Project is subject to review consistent with MSHCP Section 6.1.2 (Riparian and Riverine, Vernal Pools, and Fairy Shrimp), Section 6.1.3 (Narrow Endemic Plant Species), and Section 6.3.2 (Additional Survey Needs and Procedures). The Survey Area is located in an MSHCP Section 6.3.2 designated survey area for burrowing owl and an MSHCP Section 6.1.3 designated survey area for narrow endemic plant species, specifically Marvin's (Yucaipa) onion and many-stemmed dudleya, where suitable habitat and soils are present. Under these sections, the MSHCP requires an assessment of potential habitat for burrowing owl, narrow endemic plants Marvin's onion and many-stemmed dudleya, and riparian/riverine resources, vernal pools, and associated species. (L&L, 2024a, p. 41)

MSHCP conserved lands are located about 0.5-mile northeast, about 0.6-mile southwest, and about 0.8-mile northwest of the Project site. The conserved lands to the northeast and northwest are identified as Western Riverside County Regional Conservation Authority (RCA) Conserved Lands. Conserved lands to the southwest are identified as MSHCP Conserved Lands and PQP Conserved Lands managed by the Rivers and Lands Conservancy (formerly the Riverside Land Conservancy). There are no other PQP or MSHCP Conserved Lands within a mile of the Project site. Additional conserved lands associated with the Norton

Younglove Reserve are located further to the southwest, about 1.6 miles from the Project site. The Reserve is owned and managed by the Riverside County Regional Park and Open Space District. Figure 7 of the Project's BRA (*Technical Appendix E.1*) shows the Project site in relation to MSHCP core areas and linkages. (L&L, 2024a, pp. 41-42)

The proposed Project includes off-site road improvements to Calimesa Boulevard and Beckwith Road (these areas are included within the Project's Survey Area). Calimesa Boulevard runs along the southwestern boundary of the Project site and is identified on the MSHCP Information Map as a covered major road. Beckwith Road runs along a portion of the northeastern boundary of the site and is not an MSHCP covered road. (L&L, 2024a, p. 42)

The Survey Area is within Subunit 2: Badlands/San Bernardino National Forest of the MSHCP Pass Area Plan. The Biological Issues and Considerations for this subunit are (L&L, 2024a, p. 42):

- Provide a connection in the Cherry Valley area from the Badlands to Bogart Park, providing opportunities inside and outside of the Plan Area to San Bernardino County. It is recognized that this connection traverses an urban area, however Conservation of existing natural Habitat and incorporation of ditches or other drainage features into reserve design will assist in providing this contiguous connection.
- Maintain a wetland connection via Noble Creek. It is recognized that this creek is improved in some areas.
- Determine presence of potential linkage area for bobcat (Lynx rufus).
- Determine presence of potential Core Area for Los Angeles pocket mouse (Perognathus longimembris brevinasus) in tributaries to San Timoteo Creek.
- Maintain Core Area for San Bernardino mountain kingsnake (*Lampropeltis zonata* [*parvirubra*]).

MSHCP Proposed Constrained Linkage 23 is located about 0.25-mile north of the Project site (refer to Figure 12 of the Project's BRA, included as *Technical Appendix E1*). The MSHCP defines a constrained linkage as "a constricted connection expected to provide for movement of identified Planning Species between Core Areas, where options for assembly of the connection are limited due to existing patterns of use." The MSHCP describes Proposed Constrained Linkage 23 as "an upland Linkage located in the vicinity of Cherry Valley, which provides a connection to Bogart County Park and San Timoteo Creek for certain species. This Linkage is constrained by surrounding existing urban and rural residential development in the City of Calimesa. Planning Species for which habitat is provided within this Linkage include Bell's sage sparrow, Los Angeles pocket mouse, and San Bernardino mountain kingsnake. Maintenance of a contiguous connection is important for these species. Barriers, including roadways and fencing constructed as part of adjacent development, may result in fragmentation of the Linkage and affect movement through the Linkage by mammals such as bobcats." (L&L, 2024a, p. 42)

MHSCP Proposed Core 3 (Badlands/Potrero) is located about 1.6 miles southwest of the Project site. This Core consists mainly of private lands but also contains a few PQP parcels. The Core is connected to Proposed

Linkage 12 (north San Timoteo Creek), Proposed Linkage 4 (Reche Canyon), Proposed Constrained Linkage 22 (east San Timoteo Creek), Existing Core H (Lake Perris), Existing Core K (San Jacinto Mountains), Proposed Linkage 11 (Soboba/Gilman Springs), and Proposed Constrained Linkage 21. The Core also functions as a Linkage, connecting the San Bernardino National Forest to the southwest with San Bernardino County and other conserved areas to the north of the Core. Within the Core, important live-in and movement habitat is provided for Bell's sage sparrow (*Artemisiospiza belli belli*), loggerhead shrike (*Lanius ludovicianus*), cactus wren (*Campylorhynchus brunneicapillus*), Stephens' kangaroo rat (*Dipodomys stephensi*), southern California rufous-crowned sparrow (*Aimophila ruficeps canescens*), and mountain lion (*Puma concolor*), which have key populations in the Badlands. (L&L, 2024a, pp. 42-43)

MSHCP Proposed Linkage 12 is located about 1.6 miles southwest of the Project site. Proposed Linkage 12 is comprised of riparian habitats associated with San Timoteo Creek. Planning Species which use this Linkage include yellow warbler (*Setophaga petechia*), white-tailed kite (*Elanus leucurus*), yellow-breasted chat (*Icteria virens*), least Bell's vireo (*Vireo bellii pusillus*), and Los Angeles pocket mouse. This Linkage likely provides for movement of common mammals such as bobcat connecting to San Bernardino County and Core Areas in the Badlands. (L&L, 2024a, p. 43)

The Survey Area is not located within or immediately adjacent to existing or proposed MSHCP Conservation Areas. However, water flows leaving the Project site are likely hydrologically connected to San Timoteo Creek within PQP Conserved Lands, located approximately 2.2 miles south of the site, and ultimately flowing to the Santa Ana River. Thus, the Project is subject to MSHCP Section 6.1.4, *Urban Wildland Interface Guidelines*. (L&L, 2024a, p. 43)

Review of historic aerial images shows that the Survey Area has been disturbed since at least 1959 and is regularly disked for weed abatement. (L&L, 2024a, p. 43)

4.4.9 Regulatory Setting

The following is a brief description of regulatory setting pertaining to the topic of biological resources.

A. Federal Regulations

1. Endangered Species Act (ESA)

The purpose of the federal Endangered Species Act (ESA) is to protect and recover imperiled species and the ecosystems upon which they depend. It is administered by the U.S. Fish and Wildlife Service (USFWS) and the Commerce Department's National Marine Fisheries Service (NMFS). The USFWS has primary responsibility for terrestrial and freshwater organisms, while the responsibilities of NMFS are mainly marine wildlife such as whales and anadromous fish such as salmon. Under the ESA, species may be listed as either endangered or threatened. "Endangered" means a species is in danger of extinction throughout all or a significant portion of its range. "Threatened" means a species is likely to become endangered within the foreseeable future. All species of plants and animals, except pest insects, are eligible for listing as endangered or threatened. (USFWS, 2001.)

The ESA makes it unlawful for a person to take a listed animal without a permit. Take is defined as "to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect or attempt to engage in any such conduct." Through regulations, the term "harm" is defined as "an act which actually kills or injures wildlife. Such an act may include significant habitat modification or degradation where it actually kills or injures wildlife by significantly impairing essential behavioral patterns, including breeding, feeding, or sheltering." Listed plants are not protected from take, although it is illegal to collect or maliciously harm them on federal land. Protection from commercial trade and the effects of federal actions do apply for plants. (USFWS, 2001.)

Section 7 of the ESA requires federal agencies to use their legal authorities to promote the conservation purposes of the ESA and to consult with the USFWS and NMFS, as appropriate, to ensure that effects of actions they authorize, fund, or carry out are not likely to jeopardize the continued existence of listed species. During consultation, the "action" agency receives a "biological opinion" or concurrence letter addressing the proposed action. In the relatively few cases in which the USFWS or NMFS makes a jeopardy determination, the agency offers "reasonable and prudent alternatives" about how the proposed action could be modified to avoid jeopardy. It is extremely rare that a project ends up being withdrawn or terminated because of jeopardy to a listed species. (USFWS, 2001.)

Section 10 of the ESA may be used by landowners including private citizens, corporations, tribes, states, and counties who want to develop property inhabited by listed species. Landowners may receive a permit to take such species incidental to otherwise legal activities, provided they have developed an approved habitat conservation plan (HCP). HCPs include an assessment of the likely impacts on the species from the proposed action, the steps that the permit holder will take to avoid, minimize, and mitigate the impacts, and the funding available to carry out the steps. HCPs may benefit not only landowners but also species by securing and managing important habitat and by addressing economic development with a focus on species conservation. (USFWS, 2001.)

2. Clean Water Act Section 401

Clean Water Act (CWA) § 401 water quality certification provides states and authorized tribes with an effective tool to help protect water quality, by providing them an opportunity to address the aquatic resource impacts of federally issued permits and licenses. Under § 401, a federal agency cannot issue a permit or license for an activity that may result in a discharge to waters of the U.S. until the state or tribe where the discharge would originate has granted or waived § 401 certification. The central feature of CWA § 401 is the state or tribe's ability to grant, grant with conditions, deny, or waive certification. Granting certification, with or without conditions, allows the federal permit or license to be issued consistent with any conditions of the certification. Denying certification prohibits the federal permit or license from being issued. Waiver allows the permit or license to be issued without state or tribal comment. States and tribes make their decisions to deny, certify, or condition permits or licenses based in part on the proposed project's compliance with Environmental Protection Agency (EPA)-approved water quality standards. In addition, states and tribes consider whether the activity leading to the discharge will comply with any applicable effluent limitations guidelines, new source performance standards, toxic pollutant restrictions, and other appropriate requirements of state or tribal law. (EPA, 2019a)

Many states and tribes rely on § 401 certification to ensure that discharges of dredge or fill material into a water of the U.S. do not cause unacceptable environmental impacts and, more generally, as their primary regulatory tool for protecting wetlands and other aquatic resources. However, § 401 is limited in scope and application to situations involving federally-permitted or licensed activities that may result in a discharge to a water of the U.S. If a federal permit or license is not required, or would authorize impacts only to waters that are not waters of the U.S., the activity is not subject to the CWA § 401. (EPA, 2019a)

3. Clean Water Act Section 404

Section 404 of the CWA establishes a program to regulate the discharge of dredged or fill material into waters of the United States, including wetlands. Wetlands subject to Clean Water Act Section 404 are defined as "areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas." Activities in waters of the United States regulated under this program include fill for development, water resource projects (such as dams and levees), infrastructure development (such as highways and airports) and mining projects. Section 404 requires a permit before dredged or fill material may be discharged into waters of the United States, unless the activity is exempt from Section 404 regulation (e.g. certain farming and forestry activities). (EPA, n.d.)

The basic premise of the program is that no discharge of dredged or fill material may be permitted if: (1) a practicable alternative exists that is less damaging to the aquatic environment; or (2) the nation's waters would be significantly degraded. Applications for permits must, to the extent practicable: (l) demonstrate steps have been taken to avoid wetland impacts; (2) demonstrate that potential impacts on wetlands have been minimized; and (3) provide compensation for any remaining unavoidable impacts. Proposed activities are regulated through a permit review process. (EPA, n.d.)

An individual permit is required for potentially significant impacts. Individual permits are reviewed by the U.S. Army Corps of Engineers (USACE), which evaluates applications under a public interest review, as well as the environmental criteria set forth in the CWA Section 404(b)(1) Guidelines. However, for most discharges that will have only minimal adverse effects, a general permit may be suitable. General permits are issued on a nationwide, regional, or State basis for particular categories of activities. The general permit process eliminates individual review and allows certain activities to proceed with little or no delay, provided that the general or specific conditions for the general permit are met. States also have a role in Section 404 decisions, through state program general permits, water quality certification, or program assumption. (EPA, n.d.)

4. Executive Order 11990 – Protection of Wetlands

The purpose of Executive Order (EO) 11990 is to "minimize the destruction, loss or degradation of wetlands and to preserve and enhance the natural and beneficial values of wetlands." To meet these objectives, the Order requires federal agencies, in planning their actions, to consider alternatives to wetland sites and limit potential damage if an activity affecting a wetland cannot be avoided. (FEMA, 2020a) The Order applies to:

- Acquisition, management, and disposition of federal lands and facilities construction and improvement projects which are undertaken, financed, or assisted by federal agencies;

- Federal activities and programs affecting land use, including but not limited to water and related land resources planning, regulation, and licensing activities. (FEMA, 2020a)

The procedures require the determination of whether or not the proposed project will be in or will affect wetlands. If so, a wetlands assessment must be prepared that describes the alternatives considered. The procedures include a requirement for public review of assessments. (FEMA, 2020a)

5. Migratory Bird Treaty Act (16 USC Section 703-712)

The Migratory Bird Treaty Act (MBTA) makes it illegal for anyone to take, possess, import, export, transport, sell, purchase, barter, or offer for sale, purchase, or barter, any migratory bird, or the parts, nests, or eggs of such a bird except under the terms of a valid permit issued pursuant to federal regulations. The migratory bird species protected by the MBTA are listed in 50 CFR 10.13. The USFWS has statutory authority and responsibility for enforcing the MBTA (16 U.S.C. 703-712). The MBTA implements Conventions between the United States and four countries (Canada, Mexico, Japan, and Russia) for the protection of migratory birds. (USFWS, 2020)

B. State Regulations

1. California Endangered Species Act (CESA)

The California Endangered Species Act (CESA) states that all native species of fishes, amphibians, reptiles, birds, mammals, invertebrates, and plants, and their habitats, threatened with extinction and those experiencing a significant decline which, if not halted, would lead to a threatened or endangered designation, will be protected or preserved. The California Department of Fish and Wildlife (CDFW) works with interested persons, agencies, and organizations to protect and preserve such sensitive resources and their habitats. CESA prohibits the take of any species of wildlife designated by the California Fish and Game Commission as endangered, threatened, or candidate species. CDFW may authorize the take of any such species if certain conditions are met. (CDFW, n.d.)

Section 2081 subdivision (b) of the California Fish and Game Code (CFGC) allows CDFW to authorize take of species listed as endangered, threatened, candidate, or a rare plant, if that take is incidental to otherwise lawful activities and if certain conditions are met. These authorizations are commonly referred to as incidental take permits (ITPs). (CDFW, n.d.)

If a species is listed by both the federal ESA and CESA, CFGC Section 2080.1 allows an applicant who has obtained a federal incidental take statement (federal Section 7 consultation) or a federal incidental take permit (federal Section 10(a)(1)(B)) to request that the Director of CDFW find the federal documents consistent with CESA. If the federal documents are found to be consistent with CESA, a consistency determination (CD) is issued and no further authorization or approval is necessary under CESA. (CDFW, n.d.)

A Safe Harbor Agreement (SHA) authorizes incidental take of a species listed as endangered, threatened, candidate, or a rare plant, if implementation of the agreement is reasonably expected to provide a net conservation benefit to the species, among other provisions. SHAs are intended to encourage landowners to voluntarily manage their lands to benefit CESA-listed species. California SHAs are analogous to the federal safe harbor agreement program and CDFW has the authority to issue a consistency determination based on a federal safe harbor agreement. (CDFW, n.d.)

2. Natural Community Conservation Planning Act (NCCP)

CDFW's Natural Community Conservation Planning (NCCP) program takes a broad-based ecosystem approach to planning for the protection and perpetuation of biological diversity. The NCCP program began in 1991 as a cooperative effort to protect habitats and species. It is broader in its orientation and objectives than the California and Federal Endangered Species Acts, as these laws are designed to identify and protect individual species that have already declined in number significantly. (CDFW, n.d.)

An NCCP identifies and provides for the regional protection of plants, animals, and their habitats, while allowing compatible and appropriate economic activity. Working with landowners, environmental organizations, and other interested parties, a local agency oversees the numerous activities that compose the development of an NCCP. CDFW and the USFWS provide the necessary support, direction, and guidance to NCCP participants. (CDFW, n.d.)

There are currently 17 approved NCCPs (includes 6 subarea plans) and more than 9 NCCPs in various stages of planning (includes 2 subarea plans), which together cover more than 8 million acres and will provide conservation for nearly 400 special status species and a wide diversity of natural community types throughout California. (CDFW, n.d.)

3. California Fish and Game Code, Section 1600, et seq.

CFGC section 1602 requires an entity to notify CDFW prior to commencing any activity that may do one or more of the following: (1) substantially divert or obstruct the natural flow of any river, stream, or lake; (2) substantially change or use any material from the bed, channel or bank of any river, stream, or lake; or (3) deposit debris, waste or other materials that could pass into any river, stream, or lake. The CFGC indicates that "any river, stream or lake" includes those that are episodic (they are dry for periods of time) as well as those that are perennial (they flow year round). This includes ephemeral streams, desert washes, and watercourses with a subsurface flow. It may also apply to work undertaken within the flood plain of a body of water. (CDFW, n.d.)

CDFW requires a Lake and Streambed Alteration (LSA) Agreement when it determines that the activity, as described in a complete LSA Notification, may substantially adversely affect existing fish or wildlife resources. An LSA Agreement includes measures necessary to protect existing fish and wildlife resources. CDFW may suggest ways to modify a project that would eliminate or reduce harmful impacts to fish and wildlife resources. Before issuing an LSA Agreement, CDFW must comply with CEQA. (CDFW, n.d.)

4. Native Plant Protection Act (NPPA) of 1977

The Native Plant Protection Act (NPPA) was enacted in 1977 and allows the Fish and Game Commission to designate plants as rare or endangered. There are 64 species, subspecies, and varieties of plants that are protected as rare under the NPPA. The NPPA prohibits take of endangered or rare native plants, but includes some exceptions for agricultural and nursery operations; emergencies; and after properly notifying CDFW for vegetation removal from canals, roads, and other sites, changes in land use, and in certain other situations. (CDFW, n.d.)

5. Oak Woodlands Conservation Program

The Oak Woodlands Conservation Program offers landowners, conservation organizations, cities and counties an opportunity to obtain funding for projects designed to conserve and restore California's oak woodlands. While the Program is statewide in nature, it provides opportunities to address oak woodland issues on a regional priority basis. The Program is designed to help local efforts achieve oak woodland protection, and provides a mechanism to achieve sustainable ranch and farming operations and healthy oak woodlands. (WCB, n.d.)

6. Unlawful Take or Destruction of Nests or Eggs (CFGC Sections 3503.5-3513)

Section 3503.5 of the CFGC specifically protects birds of prey, stating: "It is unlawful to take, possess, or destroy any . . . [birds-of-prey] or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto." Section 3513 of the CFGC duplicates the federal protection of migratory birds, stating: "It is unlawful to take or possess any migratory nongame bird as designated in the Migratory Bird Treaty Act or any part of such migratory nongame bird except as provided by rules and regulations adopted by the Secretary of the Interior under provisions of the Migratory Bird Treaty Act." (CA Legislative Info, n.d.)

7. Porter-Cologne Water Quality Act

The Porter-Cologne Act is the principal law governing water quality regulation in California. It establishes a comprehensive program to protect water quality and the beneficial uses of water. The Porter-Cologne Act applies to surface waters, wetlands, and ground water and to both point and nonpoint sources of pollution. Refer to EIR Subsection 4.10, *Hydrology and Water Quality*, for a thorough discussion of the Porter-Cologne Water Quality Act.

C. Local Regulations

1. Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP)

The continued loss of habitat to new development and the cumbersome process of environmental review and habitat mitigation on a project-by-project basis led to preparation of the MSHCP. The MSHCP is a multi-jurisdictional accomplishment that provides a regional conservation solution to species and habitat issues. The primary intent of the MSHCP is to provide for the conservation of a range of plants and animals within natural communities characteristic of western Riverside County and in return, provide take coverage and mitigation for projects throughout the plan area to avoid the cost and delays of mitigating biological impacts on a project-by-project basis. (Riverside County, 2015, p. 4.8-49)

The MSHCP was adopted by Riverside County on June 17, 2003, and is a comprehensive, multijurisdictional Habitat Conservation Plan (HCP) pursuant to Section 10(a)(1)(B) of FESA, as well as an NCCP pursuant to the California Fish and Game Code. The USFWS issued a Biological Opinion and Federal ESA Section 10 permit for the MSHCP on June 22, 2004, and CDFW issued a Natural Community Conservation Planning (NCCP) Approval and Take Authorization on the same date. As long as adherence to the policies and requirements of the MSHCP is maintained, participants in the MSHCP, which include the County of Riverside and 18 cities, are allowed to authorize 'incidental take' of covered plant and wildlife species. (Riverside County, 2015, p. 4.8-49)

The MSHCP provides for the long-term survival of protected and sensitive species by designating a contiguous system of habitat to be added to existing public/quasi-public lands. The Plan includes an impact fee collected by the permittees and used in part to acquire these lands. Depending on the location of the private or public development project, certain biological studies are required for Plan compliance. These studies may identify the need for specific measures to avoid, minimize and reduce impacts to covered species and their habitat. (Riverside County, 2015, pp. 4.8-49 and 4.8-50)

The MSHCP defines two distinct consistency processes for development projects based on their location within the MSHCP's coverage area, with separate processes for projects located outside of Criteria Areas and those within a Criteria Area. Criteria Areas consist of 160-acre 'cells' with identified conservation objectives. (Riverside County, 2015, p. 4.8-50)

2. City of Calimesa Municipal Code

Chapter 18.80 of the City of Calimesa Municipal Code (Tree Preservation) requires preparation of an oak tree preservation and replacement plan and retention of no less than 75 percent of healthy oaks. This applies to heritage oak trees, protected oak trees, and protected stands of oak trees. Chapter 18.80 also regulates and sets forth criteria for the cutting, pruning, removal, relocation, or replacement of oak trees. Heritage oak trees, protected oak trees, and stands of oak trees (oak groves), are defined as follows: (L&L, 2024a, p. 27)

- Heritage oak tree: An oak tree of the genus Quercus, other than a protected oak tree or scrub oak, that has a trunk measuring 12 inches or more in diameter as measured 4.5 feet from the natural grade (i.e., diameter at breast height [DBH[1]]); (L&L, 2024a, p. 27)
- Protected oak tree: An oak tree of the genus Quercus, including Nuttall's scrub oak (Quercus dumosa), other than a heritage oak tree or scrub oak, that has a trunk measuring two inches or more in diameter as measured 4.5 feet from the natural grade (i.e., DBH); and (L&L, 2024a, p. 27)
- Protected stand of oak trees (oak grove): A cluster of four or more oak trees of the same genus Quercus, including Nuttall's scrub oaks. (L&L, 2024a, p. 27)

[1] DBH = Diameter breast height, diameter of the trunk or sum of multiple trunks measured at 4.5 feet above ground level on the uphill side of the tree.

Section 18.70.120 of the Municipal Code (Tree Preservation Guidelines) also has tree preservation guidelines that require a permit, tree survey, and planting of replacement trees, as well as specific requirements for avoidance of impacts to trees that will be retained. This applies to all species of trees, except oaks regulated under Chapter 18.80. This section also outlines regulations for the removal of five or more healthy, shade-providing, aesthetically valuable trees within a 36-month period. (L&L, 2024a, p. 27)

Municipal Code Chapter 16.05 (Western Riverside County Multiple Species Habitat Conservation Plan Mitigation Fee) implements the Western Riverside County MSHCP and mitigates impacts of new development in western Riverside County. It establishes a development mitigation fee in order to help finance the acquisition of lands containing species protected by the MSHCP. By preserving these habitats and assessing a fee to develop in these open space areas, the ordinance helps to limit sprawl and encourage concentrated development, thereby reducing greenhouse gas emissions that would arise from trips between wider-flung land uses.

4.4.10 Basis for Determining Significance

Section IV of Appendix G to the CEQA Guidelines addresses typical adverse effects to biological resources, and includes the following threshold questions to evaluate the Project's impacts to biological resources:

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

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

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;*

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;*

e. *Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance;*

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.*

4.4.11 Impact Analysis

Threshold a: ***Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in***

local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

The following discussion examines the potential impacts to plant and wildlife resources that would occur as a result of the proposed Project.

Impacts to Special-Status Plants

No federal- or State-listed plant species were observed within the Project's Survey Area during surveys. The Survey Area is not within USFWS designated critical habitat for any federally-listed plant species. Based on the thick growth of non-native grasses throughout the Survey Area, disturbances associated with current and past land use, a lack of CNDDB records in the site vicinity, and results of the botanical survey, federal- and State-listed plant species known from the region are either absent or not expected to occur within the Project's Survey Area. There would be no impacts to federal- or State-listed plants and no mitigation is required. (L&L, 2024a, p. 88)

No special-status plant species were observed within the Project's Survey Area during surveys. Special-status plant species known from the region either are absent or not expected to occur, with the exception of Plummer's mariposa lily, smooth tarplant, and Parry's spineflower. These species were not observed during surveys but, due to low rainfall in 2022, could not be determined to be absent. No impacts to special-status plants other than potential impacts these three species are anticipated. (L&L, 2024a, p. 88)

If Plummer's mariposa lily, smooth tarplant, and/or Parry's spineflower are present, implementation of the Project could impact these plants through loss of habitat and loss of individuals or populations within the disturbance area. Since Plummer's mariposa lily and Parry's spineflower are covered under the MSHCP and considered adequately conserved, Project-related impacts (if any) to Plummer's mariposa lily and Parry's spineflower would be a covered impact under the MSHCP and would be less than significant with mandatory payment of MSHCP fees pursuant to Chapter 16.05 of the City's Municipal Code. (L&L, 2024a, p. 88)

Smooth tarplant also is a covered species under the MSHCP. Surveys for smooth tarplant are only required within the MSHCP CASSA and mitigation is required if the species is present in the CASSA. However, the Project is not within the CASSA for this species. Project-related impacts (if any) to smooth tarplant would be a covered impact under the MSHCP and would be less than significant with mandatory payment of MSHCP fees pursuant to Chapter 16.05 of the City's Municipal Code. (L&L, 2024a, p. 88)

Narrow endemic plants Marvin's onion and many-stemmed dudleya were not observed during focused surveys, suitable habitat for these species is lacking, and these species are considered absent from the Project's Survey Area. As such, no impact to narrow endemic plant species would occur. (L&L, 2024a, p. 88)

Impacts to regulated trees are addressed separately under the analysis of Threshold e. (refer to EIR p. 4.4-32).

Impacts to Special-Status Wildlife

Vegetation communities within the Project's Survey Area includes non-native grassland and wildflower fields, coastal sage/chaparral scrub, and disturbed/developed/ornamental areas. These communities provide potential habitat for common, special-status, and listed wildlife species. However, all three vegetation communities are commonly found in the region and the loss of the largely non-native and disturbed wildlife habitat as a result of the Project would have a less-than-significant impact. Impacts to specific wildlife species are discussed below. (L&L, 2024a, p. 89)

❑ Burrowing Owl

Burrowing owl has not been detected within the Project's Survey Area during protocol surveys, although surveys determined that potentially suitable habitat (including suitable burrows) is present. While no burrowing owls or their sign were found during focused owl surveys, suitable habitat is present and owls could occupy the Project's Survey Area prior to construction activities. Because burrowing owls will tend to shelter in their burrows rather than flee from disturbance, adults as well as eggs, chicks, and juveniles could be harmed by Project activities if present during Project-related construction activities. This is considered a potentially significant impact for which mitigation would be required. (L&L, 2024a, p. 89)

❑ Nesting Birds

There is potential habitat for nesting birds, including raptors, on and adjacent to the Project's Survey Area. Adult birds typically will avoid or flee from construction activities and other disturbance and the potential for physical harm would be limited to nests, eggs, and dependent juveniles. The Project's potential construction-related impacts to nesting birds during the nesting season (February 1 to August 31) are considered a potentially significant impact for which mitigation would be required. (L&L, 2024a, p. 90)

❑ Crotch's Bumble Bee

Crotch's bumble bee has a moderate potential for occurrence within the Project's Survey Area. Crotch's bumble bees were not found on the site during focused surveys but patches of suitable habitat are present. This species primarily establishes colonies underground, often using abandoned rodent burrows but may also use rock piles, tree cavities, etc. If present, Crotch's bumble bee could be impacted by loss of individuals or colonies during Project construction. For purposes of analysis herein it is assumed that the Crotch's bumble bee is present. Accordingly, the Project has the potential to result in a significant impact to Crotch's bumble bee and mitigation would be required. (L&L, 2024a, p. 90)

❑ Riparian Birds

There is no riparian habitat on or adjacent to the Project's Survey Area and no suitable habitat for least Bell's vireo, southwestern willow flycatcher, or western yellow-billed cuckoo. These species are considered absent from the Survey Area, and as such there would be no impact to these riparian bird species. (L&L, 2024a, p. 90)

❑ Fairy Shrimp

There is no naturally-occurring vernal pool habitat on the site. However potential habitat for listed fairy shrimp species was observed in the form of ponding water in tire tracks and similar man-made features. ~~P~~Seasonal ponding water was observed in offsite impact areas along Calimesa Boulevard and Beckwith Avenue during surveys in 2023. ~~F~~Dry season fairy shrimp surveys were initiated in Fall 2023 and the dry season survey found only the common versatile fairy shrimp (*Branchinecta lindahli*). Wet season surveys ~~are~~ were in progress at the time this Draft EIR was published, but since have been completed. The results indicated that mature fairy shrimp were present in only one feature (feature OV-03), but were identified as the Lindahl's fairy shrimp (*Branchinecta lindahli*), which is a common species of fairy shrimp and is not federally-listed as Endangered or Threatened. No fairy shrimp species that are federally-listed as Endangered or Threatened were identified during the wet and dry fairy shrimp surveys. Accordingly, because the Project site and off-site improvement areas do not support any fairy shrimp species that are federally-listed as Endangered or Threatened, no impact to fairy shrimp would occur as a result of the Project and no mitigation measures would be required. ~~and also have found only the common versatile fairy shrimp through February 2024. Wet season surveys will be completed in early 2024. If listed fairy shrimp species are present, individuals or cysts (eggs), as well as occupied habitat, could be damaged or destroyed by construction activities. Accordingly, the Project has the potential to result in a significant impact to fairy shrimp and mitigation would be required.~~ (L&L, 2024a, p. 91; Huffman, 2024, pp. 4-5)~~(L&L, 2024a, p. 91)~~

❑ Special-Status Bats

Various regulations afford protections to bats regardless of their status under the California or Federal Endangered Species Act. These regulations include Title 14, Section 251.1 of the California Code of Regulations, which prohibits harassment (defined in that section as an intentional act that disrupts an animal's normal behavior patterns, including breeding, feeding, or sheltering) of nongame mammals (e.g., bats), and California Fish and Game Code Section 4150, which prohibits "take" or possession of all nongame mammals or parts thereof. Any activities resulting in bat mortality (e.g., the destruction of an occupied bat roost that results in the death of bats), disturbance that causes the loss of a maternity colony of bats (resulting in the death of young), or various modes of nonlethal pursuit or capture may be considered "take" as defined in Section 86 of the California Fish and Game Code. (LSA, 2023, p. 4)

There is potentially suitable habitat for foraging and roosting special-status bats on and immediately adjacent to the site. Pallid bat, Townsend's big-eared bat, and western mastiff bat each have a moderate potential to forage and roost on the site. A habitat assessment for bats was conducted in 2023 and found suitable day, night, and maternity roosting habitat in the abandoned residence and some trees on the site (see Appendix J to the Project's BRA, included as EIR *Technical Appendix E1*). Potential roosting sites include dead trees, palm trees, and a vacant residence within the Project impact area. Evidence of bat roosting (guano) was found in the residence. Nighttime emergence surveys for special status bats are planned for 2024. (L&L, 2024a, p. 91)

Foraging bats are unlikely to be affected by construction activities and other disturbance and the potential for harm during construction would generally be limited to roosting bats, including day roosts, night roosts, and maternity roosts, as well as loss of roosting habitat. This represents a significant impact of the Project for which mitigation would be required. (L&L, 2024a, p. 92)

❑ **Other Listed and Special-Status Wildlife Species**

No State- or federally-listed wildlife species were observed during biological field surveys. Two listed species (white-tailed kite and Stephens' kangaroo rat) have not been observed but have low to moderate or high potential to occur. The Project site is not within the boundaries of the Stephens' Kangaroo Rat Habitat Conservation Plan (SKR HCP). The MSHCP covers impacts to Stephens' kangaroo rat because the Project site is located within the MSHCP boundaries but is located outside of the boundaries of the SKR HCP. Stephens' kangaroo rat is a covered species under the MSHCP and considered adequately conserved. Project-related impacts (if any) to Stephens' kangaroo rat would be less than significant with mandatory payment of MSHCP fees pursuant to Chapter 16.05 of the City's Municipal Code. (L&L, 2024a, p. 92)

State and federal permits issued for the MSHCP do not allow direct mortality or take of white-tailed kite. No direct mortality or take of adult white-tailed kite would occur with implementation of the Project because they would be expected to fly away; thus, no impacts would occur to adult white-tailed kite. White-tailed kite has a low potential to nest within the Project's Survey Area. The MSHCP does not provide take authorization for nesting birds and potential impacts and mitigation to nesting birds, including nests, eggs, and dependent juveniles of white-tailed kite. As noted above, the Project has the potential to result in impacts to nesting birds, representing a potentially significant impact to nesting white-tailed kite individuals. (L&L, 2024a, p. 92)

Five special-status wildlife species were detected within the Project's Survey Area during surveys (orange-throated whiptail, Cooper's hawk, great egret [fly over], wrentit [in adjacent area], and California horned lark) and several others were not detected but have a low to moderate, moderate, moderate to high, or high potential to occur. Project-related impacts (if any) to orange-throated whiptail, Cooper's hawk, and California horned lark would be a covered impact under the MSHCP and would be less than significant with mandatory payment of MSHCP fees pursuant to Chapter 16.05 of the City's Municipal Code. However, the MSHCP does not provide take authorization for nesting birds. As noted above, the Project has the potential to result in impacts to nesting birds. Gret egret and wrentit are not covered under the MSHCP. (L&L, 2024a, pp. 92-93)

Great egret is a CDFW Special Animal. This species is found in marshes, estuaries, riparian forests, and wetlands and may forage in irrigated pastures. One individual was observed flying over the site during 2023 surveys. Great egret is not expected to forage in the Survey Area and there is no potential for nesting within the Survey Area. Since there is no nesting habitat within the Survey Area, Project-related impacts to great egret would be limited to loss of marginal foraging habitat. Although this species is not covered under the MSHCP, the conservation lands that comprise the MSHCP reserve assembly include habitat suitable to support this species on a regional level. Therefore, any potential impact would be addressed through consistency with the MSHCP, as suitable habitat for these species has been conserved on a regional level. Project-related impacts to great egret (if any) would be less than significant and no mitigation is proposed. (L&L, 2024a, p. 93)

Wrentit is a USFWS Bird of Conservation Concern. It was detected (by song) in an area adjacent to the site. This species is found in chaparral, oak woodlands, and shrublands. There is no or marginal habitat for this species on the site and it has a low potential to forage or nest there. Adult birds will typically avoid or flee

from construction activities and other disturbance and the potential for physical harm would be limited to nests, eggs, and dependent juveniles. Impacts to nesting birds are discussed above. (L&L, 2024a, p. 93)

Of the species that were not observed but have moderate or high potential to occur, coast horned lizard, southern California rufous-crowned sparrow, ferruginous hawk, loggerhead shrike, northwestern San Diego pocket mouse, San Diego black-tailed jackrabbit, and Los Angeles pocket mouse are covered under the MSHCP and considered adequately conserved. Project-related impacts (if any) to these species would be a covered impact under the MSHCP and would be less than significant with mandatory payment of MSHCP fees pursuant to Chapter 16.05 of the City's Municipal Code. Impacts to coast horned lizard, northwestern San Diego pocket mouse, San Diego black-tailed jackrabbit, and Los Angeles pocket mouse also would be less than significant with mandatory payment of MSHCP fees pursuant to Chapter 16.05 of the City's Municipal Code. However, the MSHCP does not provide take authorization for nesting birds. As noted above, the Project has the potential to result in impacts to nesting birds, representing a potentially significant impact to nesting southern California rufous-crowned sparrow, ferruginous hawk, and loggerhead shrike individuals. (L&L, 2024a, p. 93)

Of the species that were not observed but have moderate or high potential to occur, Crotch bumble bee, Southern California legless lizard, Nuttall's woodpecker, Allen's hummingbird, Lawrence's goldfinch, pallid bat, Dulzura pocket mouse, Townsend's big-eared bat, and mastiff bat are not covered species under the MSHCP. Crotch bumble bees and bats are discussed above. (L&L, 2024a, p. 93)

Southern California legless lizard is a CDFW Species of Special Concern. It has a moderate potential for occurrence within the Project's Survey Area, mainly within the coastal sage/chaparral scrub areas. This species is wide-ranging and found generally from south of the Transverse Range to northwestern Baja California, Mexico. Its habitat includes broadleaved upland forest, chaparral, coastal dunes, and coastal scrub. The species is secretive and difficult to detect; however, there are 426 documented occurrences in the CNDDB. Given the species' range and variety of habitats and the marginal quality and limited amount of potentially suitable habitat on the Project site, impacts to this species, if present in the Project's disturbance area, would not be expected to substantially affect regional populations. Although this species is not covered under the MSHCP, the conservation lands that comprise the MSHCP reserve assembly include habitat suitable to support this species on a regional level. Therefore, any potential impact would be addressed through consistency with the MSHCP, as suitable habitat for these species has been conserved on a regional level. Project-related impacts to southern California legless lizard would be less than significant and no mitigation is proposed. (L&L, 2024a, p. 94)

Nuttall's woodpecker is a USFWS Bird of Conservation Concern. It has a moderate to high potential to occur within the Project's Survey Area (foraging and nesting). Adult birds will typically avoid or flee from construction activities and other disturbance and the potential for physical harm would be limited to nests, eggs, and dependent juveniles. As noted above, the Project has the potential to result in impacts to nesting birds, representing a potentially significant impact to nesting Nuttall's woodpecker individuals. (L&L, 2024a, p. 94)

Allen's hummingbird is a USFWS Bird of Conservation Concern. It has a low to moderate potential to forage within the Project's Survey Area, but the Survey Area is outside the species' breeding range. Adult birds will

typically flee from disturbance and injury/mortality would be limited to nests, eggs, and chicks. Since this species does not nest in the area, there would be no potential for injury/mortality; thus, Project-related impacts to Allen's hummingbird would be less than significant. (L&L, 2024a, p. 94)

Lawrence's goldfinch is a USFWS Bird of Conservation Concern and CDFW Special Animal. It has a low to moderate potential to occur within the Project's Survey Area (foraging and nesting). Adult birds will typically avoid or flee from construction activities and other disturbance and the potential for physical harm would be limited to nests, eggs, and dependent juveniles. As noted above, the Project has the potential to result in impacts to nesting birds, representing a potentially significant impact to nesting Lawrence's goldfinch individuals. (L&L, 2024a, p. 94)

Dulzura pocket mouse is a CDFW Species of Special Concern. This species is found in chaparral, coastal scrub, and valley and foothill grassland habitats, and is particularly attracted to chaparral-grassland edges. The CNDDB has 54 documented occurrences of Dulzura pocket mouse primarily in San Diego County with a few occurrences in western Riverside, Orange, and Ventura Counties. It has a moderate potential to occur on the site. Given the species' range and the marginal quality and limited amount of potentially suitable habitat on the Project site, impacts to this species, if present in the Project's disturbance area, would not be expected to substantially affect regional populations. Although this species is not covered under the MSHCP, the conservation lands that comprise the MSHCP reserve assembly include habitat suitable to support this species on a regional level. Therefore, any potential impact would be addressed through consistency with the MSHCP, as suitable habitat for these species has been conserved on a regional level. Project-related impacts to Dulzura pocket mouse would be less than significant and no mitigation would be required. (L&L, 2024a, pp. 94-95)

Threshold b: ***Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?***

As summarized in Table 4.4-3, *Impacts to Vegetation Communities*, the entire Project site and off-site improvement areas would be impacted by the Project and all impacts would be permanent. Inclusive of areas planned for impact that would overlap with City planned roadway improvements along Calimesa Boulevard, implementation of the Project would result in the permanent loss of 101.09 acres of coastal sage/chaparral scrub (including 100.18 acres on site, 0.70-acre on site within the City roadway improvement overlap area, and 0.21-acre off site within the City roadway improvement overlap area), 4.13 acres of coastal sage/chaparral scrub (including 3.91 acres within the Project site and 0.22-acre within the off-site improvement areas), and 13.81 acres of disturbed/developed/ornamental areas (including 5.43 acres of impact on site, 7.91 acres off-site, and 0.47-acre off-site within the City roadway improvement overlap area). No riparian or other sensitive vegetation communities are present and none would be impacted. Non-native grasslands and disturbed/developed/ornamental areas are not native vegetation communities and the loss of these areas would have no impact on the extent of native vegetation communities in the region. Impacts would be less than significant. (L&L, 2024a, p. 95)

Table 4.4-3 Impacts to Vegetation Communities

Vegetation Community	Area Impacted (Acres)					
	Project Site			City Road Overlap Area		
	On Site	Off Site	Total	On Site	Off Site	Total
Non-Native Grasslands and Fields	100.18	0.00	100.18	0.70	0.21	0.91
Coastal Sage – Chaparral Scrub	3.91	0.22	4.13	0.00	0.00	0.00
Disturbed/Developed/Ornamental	5.43	7.91	13.34	0.00	0.47	0.47
Total	**109.52**	**8.13**	**117.65**	**0.70**	**0.68**	**1.38**

(L&L, 2024a, Table 8)

Native fiddleneck fields are mixed with the non-native grasslands. Fiddleneck fields are found throughout western Riverside County as well as other coastal southern and central California counties. The permanent loss of fiddleneck fields within the Project's Survey Area would not have a substantial effect on the extent of this vegetation community in the region, and therefore impacts would be less than significant. (L&L, 2024a, p. 96)

The types of coastal sage/chaparral scrub present within the Survey Area (California sagebrush/California buckwheat scrub and scrub oak chaparral) are not sensitive vegetation communities and are both ranked by CDFW as S4 (apparently secure, uncommon but not rare). These vegetation communities are found throughout western Riverside County as well as other coastal southern and central California counties. The permanent loss of coastal sage/chaparral scrub within the Project's Survey Area would not have a substantial effect on the extent of this vegetation community in the region. Therefore, impacts would be less than significant. (L&L, 2024a, p. 96)

Based on the foregoing analysis, the Project would not 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 CDFW or USFWS, and impacts would therefore be less than significant.

Threshold c: ***Would the Project have 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?***

A jurisdictional delineation conducted for the Project site and off-site improvement areas identified three (3) ephemeral drainages within the Project's Survey Area plus a roadside ditch (refer to Table 4.4-2, previously presented). A total of ~~0.86 acre~~1.26 acres of CDFW streambed/State waters ~~is~~ are present, of which ~~0.73 acre~~1.14 acres also ~~is~~ are an MSHCP riverine resource subject to Section 6.1.2 of the MSHCP. No State wetlands/MSHCP riparian habitat is present and no federal waters or wetlands are present. The roadside ditch is a manmade feature and therefore not subject to MSHCP Section 6.1.2. Implementation of the Project would result in direct impacts to all of the CDFW streambed/State waters and MSHCP riverine resources within the Project's Survey Area, resulting in a significant impact prior to mitigation. (L&L, 2024a, p. 96; L&L, 2024c, pp. 11-12)~~(L&L, 2024a, p. 96)~~

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

The Survey Area provides local movement opportunities for wildlife species that live within the Survey Area and immediately adjacent undeveloped lands. There is limited native habitat within the Project's Survey Area and terrestrial connectivity to the west is limited by a freeway and other existing development. The Survey Area is not within the Criteria Cells that make up MSHCP Proposed Constrained Linkage 23. Implementation of the proposed Project would add further development in the area; however, the Survey Area is not within the area (Proposed Constrained Linkage 23) identified in the MSHCP as a linkage between habitat blocks. Therefore, Project-related impacts to wildlife corridors would be less than significant. Additionally, no native wildlife nursery sites are located within the Survey Area and therefore, no significant impacts to wildlife nursery sites would occur. (L&L, 2024a, pp. 96-97)

However, and as previously noted, the Project has the potential to impact active bird nests if vegetation is removed during the nesting season (February 1 to September 15). Impacts to nesting birds are prohibited by the MBTA and CFGC. This is considered a significant impact for which mitigation would be required.

Threshold e: ***Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?***

Aside from the MSHCP, which is addressed under the analysis of Threshold f., the only local policies or ordinances protecting biological resources and that are applicable to the Project are City of Calimesa Municipal Code Chapter 18.80 (Tree Preservation), Section 18.70.120 of the Municipal Code (Tree Preservation Guidelines), and Municipal Code Chapter 16.05 (Western Riverside County Multiple Species Habitat Conservation Plan Mitigation Fee). (L&L, 2024a, p. 97)

The Project would be conditioned by the City of Calimesa to comply with the provisions of Municipal Code Chapter 16.05 requiring the payment of MSHCP fees. As such, the Project has no potential to conflict with the provisions of Chapter 16.05. (L&L, 2024a, p. 91)

There are 54 scrub oaks within the Project's Survey Area and 29 non-oak trees with a DBH of 24 inches or greater. These are regulated under Chapter 18.80 and 18.70.120 of the City of Calimesa Municipal Code, respectively. All of these scrub oaks and non-oak trees would be impacted by Project development. Project impacts to oak trees regulated by Municipal Code Chapter 18.80 and impacts to non-oak trees regulated by Municipal Code Section 18.70.120 are considered to be an adverse environmental effect reduced to less than significant through mandatory compliance with the Calimesa Municipal Code and implementation of the mitigation identified in the Project-specific Oak Tree and Mature Non-Oak Tree Restoration Plan. Accordingly, because the Project would be conditioned to comply with the requirements of Chapter 18.80 and 18.70.120 of the City of Calimesa Municipal Code, Project impacts due to a conflict with these provisions of the City's Municipal Code would be less than significant. (L&L, 2024a, p. 97; L&L, 2023f)

Threshold f:	***Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?***

The Project area is subject only to one habitat conservation plan, the Western Riverside County MSHCP. Provided below is an evaluation of the Project's consistency with the MSHCP Reserve assembly requirements, Section 6.1.2 (Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools), Section 6.1.3 (Protection of Narrow Endemic Plant Species), Section 6.1.4 (Guidelines Pertaining to the Urban/Wildlands Interface), and Section 6.3.2 (Additional Survey Needs and Procedures). (L&L, 2024a, pp. 98-100)

A. Project Relationship to MSHCP Reserve Assembly

The Survey Area is not located within or immediately adjacent to existing or proposed MSHCP Conservation Areas, and is not targeted for conservation by the MSHCP. However, water flows leaving the Survey Area are likely hydrologically connected to San Timoteo Creek within PQP Conserved Lands, located approximately 2.2 miles south of the site, and ultimately flowing to the Santa Ana River. Thus, the Project is subject to MSHCP Section 6.1.4, as discussed below. The Project would not conflict with the MSHCP Reserve Assembly requirements; thus, impacts would be less than significant. (L&L, 2024b, pp. 18-19)

B. Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools

As previously depicted on Figure 4.4-1, the Survey Area contains four separate drainages, three of which are considered MSHCP riverine resources (as previously summarized in Table 4.4-2). The fourth drainage consists of a manmade feature (a roadside ditch) and is not subject to MSHCP Section 6.1.2. The three drainages within the Survey Area and that are subject to MSHCP Section 6.1.2 are described below: (L&L, 2024b, p. 42)

- **Drainage 1/Riverine 1**. Drainage 1 (D1R1) ~~is a 21,132 s.f. (0.49 acre) drainage that~~ enters the Project site at Beckwith Avenue via an excavated ditch and extends southward toward Calimesa Blvd, where during peak flows and frequent rain events water may leave the property at Calimesa Blvd and enter the storm drain system to travel under Calimesa Blvd and the I-10 freeway. ~~The average width of~~ D1R1 ~~is 12.4 ft and it~~ is primarily unvegetated or contains isolated upland vegetation and is regularly disturbed. It is poorly defined away from its northern origins. Portions are compacted or recently tilled. Dominant vegetation is non-native grasses, mustard, and *Amsinckia*. Water was not present on the days of surveys. D1R1 qualifies as state streambed and MSHCP riverine resource. The area as mapped by the USFWS and CDFW (Wildlife Agencies) as comprising MSHCP Section 6.1.2 riverine resources is 0.59-acre. ~~(L&L, 2024b, p. 38)~~ (L&L, 2024c, p. 12)

- **Drainage 2/Riverine 2**. Drainage 2 (D2R2) ~~is 5,855 s.f. (0.13 acre) and enters~~ the Project site at Beckwith Avenue via a swale and extends southward for a short distance where, ~~it terminates in friable soils. The average width measurement is 9.9 ft.~~ during periods of high rain, it may connect with Drainage 1. D2R2 is unvegetated or contains upland vegetation. It is poorly defined away from the northern origins. D2R2 is regularly disturbed by discing or tilling of the soils. Dominant vegetation includes mustard, *Amsinckia*, and non-native ornamental trees (almond and tree of heaven). Water was

not present on the days of the surveys. D2R2 is a State streambed and MSHCP riverine resource. The area as mapped by the Wildlife Agencies as comprising MSHCP Section 6.1.2 riverine resources is 0.14-acre. ~~(L&L, 2024b, p. 38)~~ (L&L, 2024c, pp. 12-13)

- **Drainage 3**. Drainage 3 (D3) is a roadside ditch parallel to Calimesa Boulevard near the southwestern corner of the Project and adjacent to a row of ornamental trees. D3 is a manmade excavated soft bottom feature measuring ~~5,418 sq. ft. (~~0.12-acre~~) with an average width of 6.8 ft~~. D3 is unvegetated or contains non-native ornamental/non-native trees. No water was present on the days of the surveys. An analysis of topographical information and historic aerial images finds that D3 was not present until 2006. It is oriented perpendicular to the natural flow and is not part of any current or previously occurring natural streambed. D3 qualifies as State streambed but is not considered MSHCP riverine, as it is a manmade feature. ~~(L&L, 2024b, p. 39)~~ (L&L, 2024f, p. 24)

- **Drainage 4/Riverine 4**. Drainage 4 (D4R4) ~~is a streambed~~enters the Project south of the terminus of Beckwith originating at the northeast corner of the property, running in a westward direction parallel to Beckwith Avenue before curving south toward Calimesa Blvd. ~~D4R4 measures 4,850 s.f. (0.11-acre) with an average width of 5.05 ft.~~ D4R4 is unvegetated or contains upland species with compacted soils and poorly defined beds and banks. It is regularly disturbed by offroad vehicles, discing, or tilling and ~~has been cut off from natural upstream flows by~~development of the adjacent mobile home park development. Dominant vegetation is non-native grasses, *Amsinckia*, and *Artemisia californica-Eriogonum fasciculatum*. Water was not present on the days of the surveys. D4R4 qualifies as State streambed and MSHCP riverine resource. The area as mapped by the Wildlife Agencies as comprising MSHCP Section 6.1.2 riverine resources is 0.41-acre. ~~(L&L, 2024b, p. 39)~~ (L&L, 2024c, p. 13)

Implementation of the proposed Project would fully impact the above-described drainages totaling ~~0.73~~1.14-acres of MSHCP riverine resources subject to Section 6.1.2 of the MSHCP. Project impacts to ~~0.73~~1.14-acre of MSHCP riverine resources represents a significant impact for which mitigation would be required. (L&L, 2024b, p. 44)

In conformance with MSHCP Section 6.1.2, a Project-specific DBESP was prepared to address impacts to ~~0.73 acre~~up to 1.14 acres of MSHCP riverine area. The Project's DBESP requires mitigation for impacts to ~~0.73 acre~~1.14 acres of MSHCP riverine resources within the same sub watershed through the purchase of 1.14 acres of re-establishment and 1.14 acres of rehabilitation mitigation credits, or through permittee-responsible mitigation at equal or greater functional value to the avoidance of 1.14 acres of onsite riverine habitat in its existing condition. ~~on a 2:1 basis consisting of establishment credits through the purchase of a minimum of 1.46 acres of rehabilitation, reestablishment, and/or establishment mitigation credits.~~ The Project's DBESP demonstrates that identified mitigation would be equivalent or superior to leaving the habitat in the existing condition. (L&L, 2024c, pp. 22-23)~~(L&L, 2024c, p. 23)~~ The Project's DBESP currently is under review as part of the Joint Project/Acquisition Review Process (JPR) established by MSHCP Section 6.6.2.E, and is expected to be approved prior to public hearings for the proposed Project. Notwithstanding the findings of the Project's DBESP, prior to mitigation Project impacts to ~~0.73 acre~~1.14 acres of MSHCP riverine areas represent a potential conflict with MSHCP Section 6.1.2, resulting in a significant impact of the proposed Project for which compensatory mitigation is required.

There is no naturally occurring vernal pool habitat on the site; however, ponding water was observed in offsite impact areas along Calimesa Boulevard and Beckwith Avenue during surveys in 2023, due to manmade ditches and similar features caused by human disturbance. Fairy shrimp surveys were initiated in Fall 2023 and the dry season survey found only the common versatile fairy shrimp (*Branchinecta lindahli*). Wet season surveys ~~are~~ were in progress at the time this Draft EIR was published, but since have been completed. The results indicated that mature fairy shrimp were present in only one feature (feature OV-03), but were identified as the Lindahl's fairy shrimp (*Branchinecta lindahli*), which is a common species of fairy shrimp and is not federally-listed as Endangered or Threatened. No fairy shrimp species that are federally-listed as Endangered or Threatened were identified during the wet and dry fairy shrimp surveys. Accordingly, because the Project site and off-site improvement areas do not support any fairy shrimp species that are federally-listed as Endangered or Threatened, no impact to fairy shrimp would occur as a result of the Project and no mitigation measures would be required.~~and have also found only the common versatile fairy shrimp through February 2024. Wet season surveys will be completed in early 2024. If listed fairy shrimp species are present, individuals or cysts (eggs), as well as occupied habitat, could be damaged or destroyed by construction activities. Accordingly, the Project has the potential to result in a significant impact to fairy shrimp and mitigation would be required.~~ (L&L, 2024a, p. 91; Huffman, 2024, pp. 4-5)~~(L&L, 2024a, p. 91)~~

C. *Protection of Narrow Endemic Plants*

The Project's Survey Area is located in the Narrow Endemic Plant Species Survey Area (NEPSSA) for Marvin's (Yucaipa) onion (*Allium marvinii*) and many-stemmed dudleya (*Dudleya multicaulis*). If suitable habitat is present, focused surveys are required. However, based on long-term and ongoing disturbance within the Project's Survey Area, lack of clay soils, thick growth of non-native grasses, few or no documented occurrences in the Project vicinity, and negative survey results, suitable habitat to support Marvin's onion and many-stemmed dudleya is not present within the Project's Survey Area and these species are considered absent. Because the Project would not impact any narrow endemic plant species, the Project has no potential to conflict with MSHCP Section 6.1.3, and no impact would occur. (L&L, 2024b, pp. 58-61)

D. *Guidelines Pertaining to the Urban/Wildland Interface*

The Urban/Wildlands Interface Guidelines (UWIG) in Section 6.1.4 of the MSHCP are intended to address indirect effects associated with development near MSHCP Conserved Areas. As the MSHCP Conservation Area is assembled, development is expected to occur adjacent to the Conservation Area. Future development in proximity to the MSHCP Conservation Area may result in edge effects with the potential to adversely affect biological resources within the Conservation Area. To minimize such edge effects, the guidelines shall be implemented in conjunction with review of individual public and private development projects in proximity to the MSHCP Conservation Area and address the following:

- Drainage
- Toxics
- Lighting
- Noise
- Invasive species

- Barriers
- Grading/Land Development

The Project's Survey Area is not located within or near MSHCP existing or proposed Conservation Areas. As such, there would be no substantial indirect effects associated with lighting, noise, barriers, or grading/land development associated with the proposed Project, and thus the Project has no potential to conflict with the provisions of MSHCP Section 6.1.4 addressing these edge effects. Edge effects associated with lighting, noise, barriers, and grading/land development would be less than significant and are not further discussed below. However, water flows leaving the Survey Area hydrologically connect to San Timoteo Creek within PQP Conserved Lands about 1.3 miles south of the site. Runoff from the Survey Area therefore has the potential to result in a conflict with the provisions of MSHCP Section 6.1.4 pertaining to drainage, toxics, and invasive species are discussed below. (L&L, 2024b, p. 74)

1. Drainage and Toxics

The Project has the potential to result in indirect effects associated with drainage and toxics that could adversely affect lands within the MSHCP Conservation Area, specifically San Timoteo Creek within PQP Conserved Lands about 1.3 miles south of the site. (L&L, 2024b, p. 74)

As discussed in more detail in EIR Subsection 4.10, *Hydrology and Water Quality*, pursuant to the requirements of the Santa Ana Regional Water Quality Control Board (RWQCB) and the City of Calimesa, the Project Applicant would be required to obtain a National Pollutant Discharge Elimination System (NPDES) Municipal Stormwater Permit for construction activities. The NPDES permit is required for all projects that include construction activities, such as clearing, grading, and/or excavation that disturb at least one acre of total land area. In addition, the Project would be required to comply with the RWQCB's Basin Plan. Compliance with the NPDES permit and the Basin Plan involves the preparation and implementation of a SWPPP for construction-related activities. The SWPPP is required to specify the Best Management Practices (BMPs) that the Project would be required to implement during construction activities to ensure that all potential pollutants of concern are prevented, minimized, and/or otherwise appropriately treated prior to being discharged from the subject property. Mandatory compliance with the SWPPP would ensure that the proposed Project does not violate any water quality standards or waste discharge requirements during construction activities. Therefore, with mandatory adherence to the future-required SWPPP, runoff associated with Project-related construction activities would not adversely affect any MSHCP Conservation Areas, including PQP Conserved Lands associated with the San Timoteo Creek. Accordingly, Project construction activities would not conflict with the Drainage and Toxic requirements of MSHCP Section 6.1.4, and impacts would be less than significant.

Under long-term operating conditions, the Project would be subject to compliance with approved Water Quality Management Plans. As described in EIR Section 3.0, runoff generated on or tributary to the Project site would be conveyed to a series of catch basins and storm drain lines that are proposed throughout the Project site, which would route first flush runoff towards one of several underground Modular Wetland System (MWS) units for water quality treatment. The proposed drainage improvements have been designed to detain runoff and provide water quality treatment, and would reduce pollutants of concern in runoff leaving the Project site,

such as bacterial indicators, metals, nutrients, pesticides, toxic organic compounds, sediments, trash/debris, and oil/grease. Additionally, the Project would be required to comply with all applicable water quality regulations, including obtaining and complying with those conditions established in a RWQCB CWA Section 401 Water Quality Certification and/or Waste Discharge Requirements and a NPDES permit. With implementation of the Project's drainage system, including the proposed MWS units, and with mandatory compliance with applicable regulations, the Project's long-term impacts to water quality that could affect MSHCP Conservation Areas would be less than significant.

Additionally, runoff water from the Project site that flows into culverts that cross under I-10 in the existing condition and also in the proposed condition is tributary to the Cienega Canyon Preserve, an area of diverse habitats and terrain located in the southeastern portion of San Timoteo Canyon, or approximately 1.25 miles southwest of the Project site. Under existing conditions, water runoff that flows off the Project site is conveyed to existing drainage facilities along Calimesa Boulevard, where the flows are directed through existing culverts beneath the I-10 freeway and discharge into natural unlined drainage channels that ultimately convey flows to the Cienega Canyon Preserve. It should be noted that lands located immediately to the southwest of the I-10 freeway (on the opposite side of the freeway from the Project site) currently are under construction as part of the Summerwind Ranch/Oak Valley Town Center projects. Based on a review of the proposed drainage plans for these developments, flows from the I-10 culverts would be directed into subsurface drainage pipes that ultimately would discharge into natural unlined drainage channels located upstream from the Cienega Canyon Preserve. These planned and existing drainage conditions associated with the approved Summerwind Ranch/Oak Valley Town Center projects would not be altered by the proposed Project or its runoff conditions.

Although peak flows and total flow volumes leaving the Project site would be similar to existing conditions, runoff generated on the Project site post development would be routed to MWS units for water quality treatment prior to being discharged from the Project site and into the culverts that exist beneath the I-10 freeway. The routing of site runoff to MWS units is part of the required water quality control measures, pursuant to the City's NPDES permit. The MWS units are designed to remove water pollutants, sediments and nutrients from runoff leaving the Project site to meet water quality standards. The reduction of sediments and other nutrients from runoff leaving the Project site has no reasonable potential to adversely and significantly affect biological resources within the Cienega Canyon Preserve; because, flows from the Project site combine with regional flows in the surrounding area at the I-10 freeway culverts, and runoff from the Project site represents only a small portion of the overall regional flows that are tributary to the existing Caltrans culverts. The majority of regional drainages that are tributary to the Caltrans culverts occur in undeveloped areas that generate untreated runoff containing sediments and nutrients. Furthermore, following routing of runoff flowing in the existing culverts and through the underground drainage system planned immediately to the southwest of the I-10 freeway, all runoff would be conveyed to natural unlined drainage channels that produce sediment and nutrients and that are ultimately are conveyed to the Cienega Canyon Preserve. Because the drainages that are tributary to the Cienega Preserve include large segments of unlined, natural drainage courses where nutrients and sediments would continue to be conveyed downstream, and because the amount of runoff that would be generated from the Project site represents a small portion of the overall regional flows, it is concluded that the proposed Project's drainage system inclusive of the MWS units would result in less-than-significant indirect impacts to the Cienega Canyon Preserve due to a reduction in sediments and nutrients in runoff generated by the Project site.

Therefore, based on the foregoing analysis, during both construction and long-term operation the Project would not conflict with the UWIG requirements related to drainage and toxics, and impacts would be less than significant.

2. Invasive Species

Under MSHCP Section 6.1.4, when approving landscape plans for Development that is proposed adjacent to the MSHCP Conservation Area, Permittees shall consider the invasive, non-native plant species listed in MSHCP Table 6-2 and shall require revisions to landscape plans (subject to the limitations of their jurisdiction) to avoid the use of invasive species for the portions of Development that are adjacent to the MSHCP Conservation Area. Although the Survey Area is not adjacent to any MSHCP Conservation Areas, runoff from the Survey Area would potentially affect San Timoteo Creek within PQP Conserved Lands about 1.3 miles south of the Project site. If the Project were to include plant species prohibited by MSHCP Table 6-2, there is a potential that seeds could be transported in runoff from the Survey Area to the MSHCP Conservation Areas. This is considered a potentially significant impact for which mitigation would be required. (L&L, 2024b, pp. 74-75)

E. Additional Survey Needs and Procedures

As previously indicated, the Project's Survey Area is not located within the mapped survey area for CASSA for any plant species, and is not located within a MSHCP special animal species survey area for amphibians or mammals. However, the Survey Area is located within the survey area for the burrowing owl. Burrowing owls have not been detected within the Project's Survey Area during surveys, although surveys determined that potentially suitable habitat (including suitable burrows) is present within the Survey Area. While no burrowing owls or their sign were found during focused owl surveys, suitable habitat is present and owls could occupy the Survey Area prior to construction activities. Because burrowing owls will tend to shelter in their burrows rather than flee from disturbance, adults as well as eggs, chicks, and juveniles could be harmed by Project activities. Accordingly, Project impacts to the burrowing owl represent a potential conflict with MSHCP Section 6.3.2. This is considered a potentially significant impact for which mitigation would be required. (L&L, 2024b, p. 62)

4.4.12 Cumulative Impact Analysis

The cumulative impact analysis considers development of the Project in conjunction with other development projects located within the purview of the Western Riverside County MSHCP. This study area for cumulatively-considerable impacts to biological resources is appropriate because the MSHCP encompasses a large area surrounding the Project site, and provides for the long-term protection of sensitive plant, animal, and plant communities throughout the MSHCP area. Additionally, most cumulative development projects within the Project vicinity would be subject to the provisions of the MSHCP, and the general range of habitats, species, climate, etc. are fairly consistent throughout the MSHCP.

As indicated under the analysis of Threshold a., no special-status plant species were observed within the Project's Survey Area during biological field surveys conducted by L&L. Special-status plant species known

from the region are either absent or not expected to occur, with the exception of Plummer's mariposa lily, smooth tarplant, and Parry's spineflower. However, Plummer's mariposa lily, smooth tarplant, and Parry's spineflower are covered under the MSHCP and are considered adequately conserved; thus, Project-related impacts (if any) to Plummer's mariposa lily and Parry's spineflower would be a covered impact under the MSHCP and would be less than significant with mandatory payment of MSHCP fees pursuant to Chapter 16.05 of the City's Municipal Code. Narrow endemic plants Marvin's onion and many-stemmed dudleya also were not observed during focused surveys as suitable habitat for these species is lacking, and these species are considered absent from the Survey Area. As other cumulative developments would be subject to payment of MSHCP fees, Project impacts to candidate, sensitive, or special status plant species would be less than significant on a cumulatively-considerable basis.

As also indicated under the analysis of Threshold a., Project construction activities have the potential to result in impacts to the burrowing owl, nesting birds, Crotch's bumble bee, ~~fairy shrimp,~~ and special-status bats. As other developments within the cumulative study area also have the potential to result in impacts to special-status wildlife species, the Project's potential impacts to the burrowing owl, nesting birds, Crotch's bumble bee, ~~fairy shrimp,~~ and special-status bats would be cumulatively considerable.

As discussed under the analysis of Threshold b., none of the vegetation communities within the Project's Survey Area comprise sensitive natural communities, and the Survey Area does not contain any riparian habitat or other sensitive vegetation communities. As such, the Project has no potential to result in impacts to riparian habitat or other sensitive natural communities, and cumulatively-considerable impacts would not occur.

As discussed under the analysis of Threshold c., a total of ~~0.86-acre~~1.26 acres of CDFW streambed/State waters is present within the Project's impact areas, of which ~~0.73-acre~~1.14 acres also are MSHCP riverine resources subject to Section 6.1.2 of the MSHCP. As other developments within the cumulative study area also have the potential to result in impacts to State- or federally-protected wetlands or jurisdictional areas, Project impacts to ~~0.86-acre~~1.26 acres of CDFW streambed/State waters (inclusive of ~~0.73-acre~~1.14 acres of MSHCP riverine resources) represent a cumulatively-considerable impact.

As indicated under the analysis of Threshold d., the Survey Area does not comprise a wildlife movement corridor or a native wildlife nursery site, and no impacts to wildlife movement or native wildlife nursery sites would occur with implementation of the Project. However, the Project has the potential to impact active bird nests if vegetation is removed during the nesting season (February 1 to September 15). As other cumulative developments also have the potential to result in impacts to nesting birds during the nesting season, Project impacts to nesting birds would be significant on a cumulatively-considerable basis.

Based on the analysis presented for Threshold e., the Project and other cumulative developments would be subject to payment of MSHCP fees in accordance with local regulations. In addition, while the Project would result in impacts to 54 scrub oaks and 29 non-oak trees with a DBH of 24 inches or greater, impacts to oak trees and non-oak trees are regulated by City of Calimesa Municipal Code Chapter 18.80 and Section 18.70.120, respectively, and the Project would be conditioned by the City to require compliance with these provisions of the City's Municipal Code. As other cumulative developments also would be required to comply

with local ordinances protecting biological resources, Project impacts due to a conflict with local policies or ordinance protecting biological resources would be less than significant on a cumulatively-considerable basis.

As discussed under the analysis of Threshold f., prior to mitigation the Project has the potential to conflict with MSHCP Section 6.1.2 due to Project impacts to ~~0.73-acre~~1.14 acres of MSHCP riverine area, MSHCP Section 6.1.4 due to potential impacts from invasive plant species, and MSHCP Section 6.3.2 and due to potential impacts to the burrowing owl. As other developments within the cumulative study area also have the potential to result in a conflict with the MSHCP, Project impacts would be significant on a cumulatively-considerable basis.

4.4.13 Significance of Impacts Before Mitigation

Threshold a: Significant Direct and Cumulatively-Considerable Impact. The Project would not impact special-status plants, but would impact or potentially impact sensitive wildlife species. The Project has the potential to result in impacts to the burrowing owl, nesting birds regulated by the MBTA, Crotch's bumble bee, ~~fairy shrimp,~~ and special-status bats. Therefore, prior to mitigation, the Project would have a substantial adverse effect, either directly or through habitat modifications, on species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS. Impacts would be significant on both a direct and cumulatively-considerable basis.

Threshold b: Less-than-Significant Impact. No riparian or other sensitive vegetation communities would be impacted by the Project. As such, the Project would not 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 CDFW or USFWS, and impacts would therefore be less than significant.

Threshold c: Significant Direct and Cumulatively-Considerable Impact. Although no State wetlands/MSHCP riparian habitat is present and no federal waters or wetlands are present, implementation of the Project would directly impact ~~0.86-acre~~1.26 acres of CDFW streambed/State waters, of which ~~0.73-acre~~1.14 acres also are MSHCP riverine resources subject to Section 6.1.2 of the MSHCP. Project impacts to ~~0.86-acre~~1.26 acres of CDFW streambed/State waters (inclusive of ~~0.73-acre~~1.14 acres of MSHCP riverine resources) represent a significant impact for which mitigation would be required.

Threshold d: Significant Direct and Cumulatively-Considerable Impact. No native wildlife nursery sites are present within the Project area and therefore no significant impacts to wildlife nursery sites would occur. The Project's Survey Area contains limited native habitat and terrestrial connectivity to the west is limited by I-10 and other existing developments. The Project's Survey Area is not within the Criteria Cells that make up MSHCP Proposed Constrained Linkage 23 and does not serve as a linkage between habitat blocks. Therefore, Project-related impacts to wildlife corridors would be less than significant. However, the Project has the potential to impact active bird nests if vegetation is removed during the nesting season (February 1 to September 15). Impacts to migratory nesting birds are prohibited by the MBTA and CFGC. This is a significant impact for which mitigation would be required.

Threshold e: Less-than-Significant Impact. The Project would be conditioned by the City of Calimesa to comply with the provisions of Municipal Code Chapter 16.05 requiring the payment of MSHCP fees. There are 54 scrub oaks and 29 non-oak trees with a DBH of 24 inches or greater within the Project's Survey Area, which are regulated under Chapter 18.80 and Section 18.70.120 of the City of Calimesa Municipal Code, respectively. All of these scrub oaks and non-oak trees would be impacted by the Project. However, the City of Calimesa would condition the proposed Project to ensure compliance with Municipal Code Chapter 18.80 and Section 18.70.120. Accordingly, Project impacts due to a conflict with these provisions of the City's Municipal Code would be less than significant.

Threshold f: Significant Direct and Cumulatively-Considerable Impact. The Project would impact ~~0.73 acre~~1.14 acres of Western Riverside County MSHCP riverine resources, which represents a significant impact due to a potential conflict with Section 6.1.2 of the MSHCP. In addition, although indirect drainage impacts would not occur, the Project has the potential to conflict with the MSHCP UWIG requirements related to invasive species, which represents a significant impact due to a potential conflict with MSHCP Section 6.1.4. Although the Project's Survey Area is not located within the mapped survey area for CASSA for any plant species, and is not located within a MSHCP special animal species survey area for amphibians or mammals, the Survey Area is located within the survey area for the burrowing owl, 4.4-49 representing a potentially significant impact due to a potential conflict with MSHCP Section 6.3.2.

4.4.14 Regulatory Requirements and Project Features

The following are applicable regulatory requirements and proposed Project design features that reduce impacts to biological resources. These items do not meet CEQA's definition for mitigation because mitigation measures are not to be duplicative of mandatory requirements or repetitive of features the Project Applicant is proposing as part of the Project and is obligated to implement through the Project's entitlement permits and approvals. Applicable regulatory requirements (RRs) and Project features (PFs) are listed below for informational purposes.

RR 4.4-1 Prior to issuance of grading permits, the Project Applicant is required to pay Western Riverside County MSHCP fees pursuant to City of Calimesa Municipal Code Chapter 16.05, *Western Riverside County Multiple Species Habitat Conservation Plan Mitigation Fee*. The fee schedule is established by the Western Riverside County Conservation Authority (RCA). [Although the MSHCP fee is subject to escalation, the fee schedule effective July 1, 2023 – June 30, 2024 was $19,066.00 per industrial acre (applies to proposed OVNSP Planning Area 1), $781 per unit for residential projects greater than 14.0 units per acre (applies to proposed OVNSP Planning Area 2, and to OVNSP Planning Area 3 if developed with residential uses), and $19,066 per commercial acre (applies to proposed OVNSP Planning Area 3, if developed with church uses only). Using these amounts, for informational purposes, the Project's expected MSHCP fee payment would be approximately $2,010,149.00 if OVNSP Planning Area 3 is developed with 270 residential dwelling units, and $2,036,248.00 if OVNSP Planning Area 3 is developed as a church.]

RR 4.4-2 Prior to issuance of grading permits or other permits authorizing ground-disturbing activities in jurisdictional areas, the Project Applicant shall provide the City of Calimesa Planning Division with copies of the Project's approved Waste Discharge Order pursuant to Section 13260 of the California Water Code from the Santa Ana Regional Water Quality Control Board (RWQCB), and an approved 1602 Streambed Alteration Agreement (SAA) from the California Department of Fish and Wildlife (CDFW) to authorize impacts to ~~0.86 acre~~1.26 acres of streambed/State waters, of which ~~0.73 acre~~1.14 acres also are Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) riverine resources subject to Section 6.1.2 of the MSHCP.

RR 4.4-3 Compliance with the federal Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code (CFCG) is mandatory, both of which prohibit adverse impacts to migratory nesting birds. To ensure compliance with these mandatory State and federal requirements, the City of Calimesa shall require that the following notes are included on the Project's grading plans. Project contractors will be required to ensure compliance with these notes and permit periodic inspection of the construction site by City of Calimesa staff or its designee to confirm compliance. These notes also shall be specified in bid documents issued to prospective construction contractors.

> "*In order to avoid violation of the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code Sections 3503, 3503.5, and 3513, vegetation clearing shall be conducted outside of the bird nesting season (February 1 to August 31) to the extent feasible. If avoidance of the nesting season is not feasible, a nesting bird survey shall be conducted by a qualified biologist within no more than 72 hours of such scheduled disturbance, to determine the presence of nests or nesting birds. The nest surveys shall include the Project site and adjacent areas where project activities have the potential to cause nest failure. The survey results shall be provided to the City's Planning Division. The Project Applicant shall adhere to the following*:
>
> 1) *The Project Applicant shall designate a biologist (Designated Biologist) experienced in: identifying local and migratory bird species of special concern; conducting bird surveys using appropriate survey methodology; nesting surveying techniques, recognizing breeding and nesting behaviors, locating nests and breeding territories, and identifying nesting stages and nest success; determining/establishing appropriate avoidance and minimization measures; and monitoring the efficacy of implemented avoidance and minimization measures.*
>
> 2) *Pre-activity field surveys shall be conducted at the appropriate time of day/night, during appropriate weather conditions, no more than 3 days prior to the initiation of Project activities. Surveys shall encompass all suitable areas including trees, shrubs, bare ground, burrows, cavities, and structures. Survey duration shall take into consideration the size of the Project site; density, and complexity of the*

habitat; number of survey participants; survey techniques employed; and shall be sufficient to ensure the data collected is complete and accurate.

If no nesting birds are observed during the survey, site preparation and construction activities may begin. If active nests are identified, avoidance or minimization measures shall be undertaken in consultation with the City of Calimesa and CDFW. Measures shall include immediate establishment of an appropriate buffer zone to be established by a qualified biologist, and approved by the City of Calimesa, based on their best professional judgement and experience. The buffer around the nest shall be delineated and flagged, and no construction activity shall occur within the buffer area until a qualified biologist determines nesting species have fledged and the nest is no longer active, or the nest has failed. The Designated Biologist shall monitor the nest at the onset of Project activities, and at the onset of any changes in such Project activities (e.g., increase in number or type of equipment, change in equipment usage, etc.) to determine the efficacy of the buffer. If the Designated Biologist determines that such Project activities may be causing an adverse reaction, the Designated Biologist shall adjust the buffer accordingly or implement alternative avoidance and minimization measures, such as redirecting or rescheduling construction or erecting sound barriers. All work within these buffers will be halted until the nesting effort is finished (i.e., the juveniles are surviving independent from the nest). The onsite qualified biologist will review and verify compliance with these nesting avoidance buffers and will verify the nesting effort has finished. Work can resume within these avoidance areas when no other active nests are found. Within 30 days of completion of the survey and nesting bird monitoring, a report shall be prepared and submitted to the City of Calimesa for mitigation monitoring compliance record keeping."

RR 4.4-4 Prior to issuance of grading permits, the 54 impacted oak trees and 29 non-invasive non-oak trees shall be mitigated in accordance with the Project's *Oak Tree and Mature Non-Oak Tree Planting and Restoration Plan* (herein, "Tree Plan"; included as *Technical Appendix E6* to the Project's EIR). The Tree Plan maps the species, size (in terms of Diameter Breast Height [DBH]), location, and health of all oak and non-oak trees located within the Project's anticipated impact areas; includes a justification for the removal of oak and non-oak trees on site as required by the City's Zoning Code; identifies the location of replacement oak and non-oak trees within the Project's proposed landscape areas; requires the replacement of 54 native scrub oaks with a minimum of 54 15-gallon oak trees on site; requires the replacement of 29 non-invasive non-oak trees with a DBH of 24 inches or greater with 29 15-gallon non-invasive non-oak trees; identifies responsible parties for implementation and monitoring of the Oak Tree Plan requirements; establishes implementation measures for the replacement of oak and non-oak trees on site, including provisions related to timing of installation, erosion control, watering, and plant installation, among other measures; sets forth a maintenance plan to ensure the long-term viability of the replacement oak and non-oak trees; establishes a monitoring plan requiring annual reporting on the success of the replacement oak and non-oak trees; identifies contingency measures in the event that the replacement oak or non-oak trees do not survive;

and identifies performance standards that must be achieved as part of the mitigation program. As required by the Tree Plan, annual monitoring reports shall be prepared documenting the survivorship of all replacement oak and non-oak trees, with a final report required at the end of a 5-year monitoring period demonstrating that the required mitigation has been achieved (i.e., demonstrating that all required replacement oak and non-oak trees have survived).. The performance standard is no less than 100 percent survivorship of mitigation oaks at the end of the five-year period.

4.4.15 Mitigation Measures

MM 4.4-1 To avoid take of active burrowing owl burrows (nests) and in accordance with MSHCP Objective 6, prior to issuance of grading permits or other permits authorizing ground disturbance (e.g., vegetation clearing, clearing and grubbing, tree removal, site watering, equipment staging), the Project Applicant shall retain a qualified biologist to perform a burrowing owl survey at all potentially suitable habitat within the Project's limits of disturbance within 30 days of the commencement of any ground-disturbing activities within the Project's Survey Area.

- Pre-Construction Survey: A pre-construction survey shall be performed by a qualified biologist that will survey the proposed extent of ground disturbance and a 500-foot buffer for the presence/absence of burrowing owls within 30 days prior to commencement of ground-disturbing activities. The results of the survey shall be submitted to the City of Calimesa Planning Division and the California Department of Fish and Wildlife (CDFW) within three days of survey completion. The pre-construction survey shall be conducted in accordance with the current Burrowing Owl Instruction for the Western Riverside MSHCP.
- Burrowing Owl Management Plan: If active burrowing owl burrows are detected, the Project Applicant shall not commence ground-disturbing activities within a buffer area of at least 300 to 500 feet of the burrow until no sign is present that the burrows are being used by adult or juvenile owls or following CDFW approval of a Burrowing Owl Management Plan as described below. If owl presence is difficult to determine, a Qualified Biologist shall monitor the burrows with motion-activated trail cameras for at least 24 hours to evaluate burrow occupancy. The Qualified Biologist shall verify the nesting effort has finished according to methods identified in the Burrowing Owl Plan.

  The Burrowing Owl Management Plan shall be prepared in accordance with guidelines in the CDFW Staff Report on Burrowing Owl (March 2012) and Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). The Qualified Biologist and Project Applicant shall coordinate with the City of Calimesa, CDFW, and United States Fish and Wildlife Service (USFWS) to develop a Burrowing Owl Management Plan to be approved by the City, CDFW, and USFWS prior to commencing Project ground-disturbing activities. The Burrowing Owl Management Plan shall describe proposed avoidance, relocation, monitoring, minimization, and/or mitigation actions. The Burrowing Owl Management Plan shall include the number and location of occupied burrow sites and

details on proposed buffers if avoiding the burrowing owls or information on the adjacent or nearby suitable habitat available to owls for relocation. If no suitable habitat is available nearby for relocation, details regarding the creation and funding of artificial burrows (numbers, location, and type of burrows) and management activities for relocated owls shall also be included in the Burrowing Owl Management Plan. The City shall require implementation of the Burrowing Owl Plan following CDFW and USFWS review and approval.

If burrowing owls are observed during Project implementation and construction, the Project Applicant or its construction contractor shall notify CDFW immediately in writing within 48 hours of detection. A Burrowing Owl Management Plan shall be submitted to CDFW for review and approval within two weeks of detection and no Project activity shall continue within 1,000 feet of the burrowing owls until CDFW approves the Burrowing Owl Management Plan. The City shall be responsible for assuring implementation of appropriate avoidance and mitigation measures, including burrow avoidance, passive or active relocation, or other appropriate mitigation measures as identified in the Burrowing Owl Management Plan.

If ground-disturbing activities occur but the areas planned for disturbance are left undisturbed for more than 30 days, a preconstruction survey for burrowing owl shall be conducted within 3 days prior to initiation of Project activities and reported to CDFW as described above. If burrowing owl are found, the same coordination described above shall be necessary.

A final report shall be prepared by the Qualified Biologist documenting the results of the burrowing owl surveys and detailing avoidance, minimization, and mitigation measures. The final report shall be submitted to the City and CDFW within 30 days of completion of the survey and burrowing monitoring for mitigation monitoring compliance record keeping.

MM 4.4-2 Prior to the issuance of grading permits, a Qualified Biologist shall conduct a follow-up focused survey for Crotch's bumble bee within the Project's Survey Area (i.e., on- and off-site impact areas) using the CDFW survey protocol for this species. This follow-up focused survey is proposed because at the time of the 2023 surveys, CDFW had not yet released their recommended protocol, which is the currently established standard in California. The follow-up focused survey shall be conducted during the appropriate season and utilizing an appropriate survey method based on the species' biology and using the protocol identified by the CDFW's publication, "Survey Considerations for California Endangered Species Act (CESA) Candidate Bumble Bee Species," dated June 6, 2023. Survey results shall be provided to the City of Calimesa Planning Division and CDFW.

If initial vegetation or ground disturbance or tree trimming/encroachment/removal occurs during the bee's activity period (February through October), a Qualified Biologist shall conduct

a pre-construction survey of disturbance areas for bee colonies with seven (7) days prior to the start of work. If a colony is present, a 100-foot avoidance buffer shall be established. Survey results, including results from focused Crotch's bumble bee surveys conducted in 2023, shall be provided to the City of Calimesa Planning Division and CDFW.

If a survey finds that a Crotch's bumble bee colony is present within the Project's Survey Area, the Qualified Biologist shall consult with CDFW. If the Project will impact Crotch's bumble bee, an incidental take permit (ITP) from CDFW shall be obtained and other mitigation shall be implemented if and as required by CDFW.

~~MM 4.4-3 Prior to certification of the Project's Final Environmental Impact Report (FEIR), the City shall verify that wet season fairy shrimp surveys have been completed. If survey results are positive, then prior to Project approval the City shall require that the Project's application materials be revised to preserve as natural open space at least 90 percent of the occupied portions of the property that provide for long-term conservation value for the fairy shrimp. Alternatively, if survey results are positive, the City shall add a condition of approval requiring that prior to issuance of grading permits, the Project Applicant shall provide evidence to the City of Calimesa that appropriate mitigation credits have been purchased at a ratio of 3:1 (preserved habitat : occupied habitat) at a mitigation bank that is acceptable to the City of Calimesa Planning Department, USFWS, and CDFW, such as the Skunk Hollow / Barry Jones Mitigation Bank. In the event that the wet season survey results are negative, then no mitigation would be required.~~

MM 4.4-4 Prior to the issuance of a grading permit, a qualified bat specialist shall conduct a follow-up assessment to identify trees, structures, or rock/debris piles proposed for disturbance that could provide hibernacula or nursery colony roosting habitat for bats. Structures include buildings, culverts, and other man-made objects that could provide bat roosting habitat. Project activities shall avoid all habitat for hibernating bats and maternity roosts plus a surrounding 100-foot radius buffer until the required follow-up assessment determines if habitat is occupied. Given that bat exclusion devices on structures are not always 100% effective and that any suitable trees cannot be removed until all approvals are obtained, to ensure the most optimal results regarding presence/absence, focused bat surveys also shall be conducted closer to construction but during the April to October season when bats are active and can be detected. Nighttime acoustic and emergence survey(s) at structures or trees shall be conducted by qualified bat biologists to determine if roosting bats are present. Surveys shall be conducted only during weather conditions favorable to detection of emerging bats. Each nighttime survey shall begin approximately 0.5-hour before sunset and continue until 1.5 hours after sunset. All survey personnel shall have experience with nighttime bat surveys and shall use night vision goggles augmented with infrared lights to observe emerging bats. Bat vocalizations shall be captured using an ultrasound detector, with calls recorded for later analysis and species identification. The number and species of any bats detected on the site along with all locations of occupied roosts shall be documented.

If the follow-up survey finds that roosting bats are absent, then exclusionary devices shall be installed as recommended by the bat biologist and pre-construction focused surveys as described below shall be conducted to confirm absence. If bats are not detected, but the bat specialist determines that roosting bats may be present at any time of year, then trees or structures shall be brought down in a controlled manner as described below.

If the pre-construction survey(s) find that roosting bats are present, then CDFW and the City of Calimesa Planning Department shall be notified, exclusionary devices shall be installed as recommended by the bat biologist, maternity roosts shall be left in place until the end of the maternity season, hibernating colonies shall be left in place until a qualified biologist determines that the bats are no longer hibernating, pre-construction surveys shall be conducted as described below to confirm absence, a bat specialist shall monitor and document demolition activities as described below, artificial bat roosts shall be constructed and maintained at a suitable undisturbed area of the site, and these artificial roosts shall be monitored as described below.

Bats shall be allowed to escape prior to demolition of structures and rock/debris piles. This may be accomplished by placing one-way exclusionary devices into areas where bats are entering a structure or rock/debris pile that allow bats to exit but not re-enter.

Demolition or disturbance to suitable bat roosting habitat shall be scheduled between October 1 and February 28, outside of the maternity roosting season and only after absence of bats has been confirmed. If trees must be encroached during the maternity season (March 1 to September 30), or structures or rock/debris piles must be removed at any time of the year, the following requirements will apply and become conditions of the grading permit.

a. Each tree, structure, or rock/debris pile identified as potentially supporting an active maternity roost or hibernating colony shall be closely inspected by the bat specialist no greater than seven (7) days prior to disturbance to more precisely determine the presence or absence of roosting bats.

b. If bats are not detected, but the bat specialist determines that roosting bats may be present at any time of year, then trees or structures shall be brought down in a controlled manner using heavy machinery. In order to ensure the optimum warning for any roosting bats that may still be present, the trees or structures shall be nudged lightly two to three times, with a pause of approximately 30 seconds between each nudge to allow bats to become active. Trees or structures may then be pushed to the ground or disturbed slowly under the supervision of a bat specialist.

c. Felled trees shall remain in place until they are inspected by a bat specialist. Trees that are known to be bat roosts shall not be sawed up or mulched immediately. A period of at least 48 hours shall elapse prior to such operations to allow bats to escape.

d. Maternity season lasts from March 1 to September 30. Trees, structures, or rock/debris piles determined to be maternity roosts shall be left in place until the end of the maternity season. A tree, structure, or rock/debris pile containing a hibernating colony shall be left in place until a qualified biologist determines that the bats are no longer hibernating.

e. The bat specialist shall document all demolition monitoring activities and prepare a summary report to the City upon completion of tree and rock/debris pile disturbance or structure demolition activities. If special status bats are detected during pre-construction surveys, all construction-related activity within 300 feet of the bat roost shall be halted immediately and the City of Calimesa Planning Division and CDFW shall be notified. Work may only resume subsequent to CDFW and City of Calimesa Planning Division approval.

f. If confirmed occupied or formerly occupied bat roosting habitat is destroyed, then artificial bat roosts of comparable size and quality shall be constructed and maintained at a suitable undisturbed area of the site. The design and location of the artificial bat roosts shall be determined by the bat specialist and this information shall be provided to CDFW and the City of Calimesa Planning Division. Artificial bat roosts shall be installed prior to the initiation of Project-related activities to allow sufficient time for bats to relocate and become established. In exceptional circumstances, such as when roosts cannot be avoided and bats cannot be evicted by non-invasive means, it may be necessary to capture and transfer the bats to appropriate natural or artificial bat roosting habitat in the surrounding area. Bats raising young or hibernating shall not be captured and relocated. Capture and relocation shall be performed by the bat specialist in coordination with CDFW and shall be subject to approval by the City of Calimesa Planning Division and CDFW. A Bat Relocation Plan shall be prepared if required by CDFW. Implementation of relocation can result in bat mortality. If this occurs, additional mitigation shall be determined through coordination with CDFW.

g. A monitoring plan shall be prepared for the replacement roosts, which shall include success criteria for the use of the replacement roosts by the displaced species, as well as provisions to prevent harassment, predation, and disease of relocated bats. Monitoring shall be conducted annually for no less than five (5) years or until success criteria are met. Annual monitoring shall include daytime inspections of the replacement roosts for damage, vandalism, etc. and nighttime acoustic and emergence surveys to document number and species of bats using the replacement roosts. The monitoring period shall be initiated within one (1) year following the installation of the replacement roosting habitat. All monitoring visits shall be performed by a qualified bat biologist. Each nighttime monitoring survey shall begin approximately 0.5-hour before sunset and continue until 1.5 hours after sunset. All survey personnel shall have experience with nighttime bat surveys and shall use night vision goggles augmented with infrared lights to observe emerging bats. Bat vocalizations shall be captured using an ultrasound detector, with calls recorded for later analysis and species identification. The number and species of any bats

detected on the site and emerging from the replacement roosts shall be documented. Success criteria shall be met when the replacement roosts are occupied by one or more of the bat species displaced by Project activities. If there is no evidence of occupation by bats during the first annual survey, potential causes shall be identified and adaptive management strategies shall be developed by a qualified bat biologist and subsequently implemented. These adaptive management strategies may include, but are not limited to, reducing light trespass in the vicinity of the roost structures, modifying the exteriors of the roost structures to improve thermal characteristics, and using acoustic lures. If the roosting habitat structures have not been occupied by the fifth year of monitoring, additional annual monitoring shall be required until all feasible adaptive management strategies have been implemented for at least 2 years or until alternative mitigation acceptable to the City of Calimesa Planning Department and CDFW has been implemented.

h. Annual reports detailing the success of roost replacement and bat relocation shall be prepared and submitted to the City of Calimesa Planning Division and CDFW for five (5) years following relocation or until performance standards are met, whichever period is longer."

MM 4.4-5 To avoid permanent impacts to roosting and foraging bats (and other nocturnal wildlife) from the installation of new light fixtures associated with the proposed Project, shielded, wildlife friendly lighting shall be used for all outdoor lighting. Wildlife-friendly lighting consists of a shielded light source falling at or below the 2500K color temperature spectrum. Shielding of lighting fixtures (including bulbs) shall result in zero backlight and uplight, and limit glare (sidelight) from direct lighting to a 60-degree angle from bottom center, or less, under the Backlight, Uplight and Glare (BUG) classification system established by the Illuminating Engineering Society (IES). Incorporation of these elements will minimize the direct and indirect effects to wildlife between dusk and dawn.

MM 4.4-6 In order to mitigate Project impacts to ~~0.86 acre~~1.26 acres of CDFW streambed/State waters, of which ~~0.73 acre~~1.14 acres also are MSHCP riverine resources subject to Section 6.1.2 of the MSHCP, prior to the issuance of grading permits the Project Applicant shall provide evidence to the City of Calimesa that mitigation credits have been purchased from an approved mitigation bank at a minimum ratio of 2:1, or a minimum of approximately ~~1.72 acre~~2.52 acres of mitigation credits. Mitigation purchased shall consist of no less than 1:1 re-establishment credits plus no less than 1:1 rehabilitation credits, and/or as otherwise specified by the Project's 1602 Streambed Alteration Agreement (SAA) to be issued by the CDFW. Alternatively, in the event that mitigation credits are not available, prior to the issuance of grading permits the Project Applicant shall receive approval of a Habitat Mitigation Plan from the City of Calimesa, USFWS, and CDFW for conducting permittee-responsible mitigation providing an equal or greater functional value to the avoidance of 1.26 acres of CDFW streambed/State waters (inclusive of 1.14 acres of MSHCP riverine habitat) in the existing conditions.

MM 4.4-7 Prior to approval of landscape plans for grading or building permits, the City of Calimesa Planning Division shall review the proposed list of plant materials to ensure that the landscape plans do not include any of the invasive plant species listed in Table 6-2 of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP).

MM 4.4-8 Prior to the issuance of grading permits, the Project Applicant shall provide evidence to the City of Calimesa Planning Department that 55 oak trees and 11 mature non-oak trees were incorporated into the Project's landscaping in accordance with the mitigation requirements provided in the Project's Oak and Mature Non-Oak Tree Planting and Restoration Plan prepared by L&L Environmental, Inc.

MM 4.4-9 The Project Applicant shall assure that the Project's construction contractors adhere to the following best management practices. Construction contractors shall be required by their contracts to comply with these best practices and permit periodic inspection of the construction site by City of Calimesa staff or its designee to confirm compliance. A note that requires compliance shall be included on all grading and building plans approved by the City of Calimesa.

a) All construction personnel involved in ground-disturbing construction activities shall attend a Workers Environmental Awareness Program (WEAP) training. The WEAP shall present measures required to avoid, minimize, and mitigate impacts to biological resources. The WEAP shall consist of a presentation (either provided in person by the biological monitor or a recorded training session) that includes a discussion of the biology of the habitats and species that may be present at the site. The WEAP shall also include information about the special status plant and wildlife species that may be present, legal protections for those species, penalties for violations, and mitigation measures. The WEAP shall include but not be limited to burrowing owl, nesting birds, and other special status species. The WEAP shall also include information on weed control practices, appropriate trash disposal, fire prevention and procedures for smoking, spill prevention and procedures, jurisdictional waters and Stormwater Pollution Prevention Plan (SWPPP), best management practices (BMPs), biological monitors and compliance responsibilities, and other issues such as pets, firearms, etc. Attendance at training will be documented and construction workers provided with a hardhat sticker. Supporting materials will be provided to all personnel during the training program, including contact information for the biological monitor and/or other compliance personnel. Informal or formal refresher training shall be conducted as needed to maintain compliance. Upon completion of the orientation, employees shall sign a form stating that they attended the program and understand all biological resource mitigation measures. Forms verifying worker attendance shall be filed at the Project Applicant's office and be accessible to the City of Calimesa and CDFW staff. No untrained personnel shall be allowed to work onsite with the exception of delivery trucks that are only onsite for 1 day or less and are under the supervision of a trained employee.

b) All equipment storage and parking during construction activities shall be confined to the designated construction area or to previously disturbed offsite areas that are not habitat for listed species.

c) Project construction activities involving initial surface disturbance shall occur during daylight hours.

d) Trenches shall be inspected for entrapped wildlife each morning prior to the onset of construction. Before such holes or trenches are filled, they shall be thoroughly inspected for entrapped animals. Any wildlife so discovered shall be allowed to escape voluntarily, without harassment, before construction activities resume. A qualified biologist may remove wildlife from a trench, hole or other entrapment out of harm's way if the immediate welfare of the individual is in jeopardy. State or federal listed species may not be handled. Should any State or federal listed species become entrapped, CDFW and USFWS shall be contacted as appropriate.

e) All food-related trash items such as wrappers, cans, bottles and food scraps generated by Project construction activities shall be disposed of in closed containers and removed at least once each week from the site. Deliberate feeding of wildlife shall be prohibited.

f) To prevent harassment of special-status species, construction personnel shall not be allowed to have firearms or pets on the Project site.

g) All equipment and work-related materials shall be contained in closed containers either in the work area or on vehicles. Loose items (e.g., rags, hose, etc.) shall be stored within closed containers or enclosed in vehicles when on the work site.

h) Use of rodenticides and herbicides on the Project site shall be prohibited unless approved by the CDFW and USFWS. This is necessary to prevent primary or secondary poisoning of special-status species using adjacent habitats, and to avoid the depletion of prey upon which they depend.

i) Any employee who inadvertently kills or injures a listed species, or who finds any such wildlife dead, injured, or entrapped within the Project's construction areas, shall be required to report the incident immediately to a designated site representative (e.g., foreman, project manager, environmental inspector, etc.).

j) In the case of entrapped wildlife that are listed species, escape ramps or structures shall be installed immediately, if possible, to allow the subject wildlife to escape unimpeded.

k) In the case of injured special-status wildlife, the CDFW shall be notified immediately. During business hours Monday through Friday, the phone number is (760) 200-9158. Notification should include the date, time, location, and circumstances of the incident. Instructions provided by the CDFW for the care of the injured animal should be followed by the contractor onsite.

l) In the case of dead wildlife that are listed as threatened or endangered, the USFWS and the CDFW shall be immediately (within 24 hours) notified by phone or in person, and shall document the initial notification in writing within 2 working days of the findings of any

such wildlife. Notification shall include the date, time, location, and circumstances of the incident.

m) If any previously unidentified protected species or any previously unreported protected species is found to be present during Project-related construction activities, occupied areas shall be avoided and the construction contractor shall be required by its contract to call a CDFW-approved biologist to the site to identify the species. If the species is protected, the qualified biologist shall notify the USFWS and CDFW of any previously unreported protected species. Any take of protected wildlife shall be reported immediately to USFWS and CDFW.

MM 4.4-10 As a condition of grading permits and prior to initiation of clearing or grading activities, flags shall be placed at the edges of permitted disturbance areas and shall remain in place throughout the duration of all construction activities. Project contractors shall not be permitted to disturb the ground surface beyond the flags and shall permit access to the site to City staff or its designee to verify compliance with these requirements. The following note also shall be placed on all grading plans and construction documents.

- *In areas where habitat or avoidance areas are present adjacent to Project disturbance areas, the disturbance area boundaries shall be clearly flagged or fenced prior to vegetation clearing, grading, or other construction activities to prevent incursion into habitat outside of the Project disturbance area. No construction activities, equipment, materials, debris, or spoils shall be allowed outside of the Project boundaries. Personnel shall be instructed to restrict activities to disturbance areas. Flagging/fencing shall remain in place and shall be maintained until replaced by permanent fencing (if applicable) or until Project construction in the area is complete.*

MM 4.4-11 Prior to commencement of ground clearing or grading activities, the Project Applicant shall provide evidence to the City of Calimesa demonstrating that a biological monitor has been contracted to fulfill the requirements listed below. Prior to final grading inspection, all monitoring reports and communications shall be provided to the City of Calimesa Planning Department, CDFW, and USFWS, if requested. Prior to issuance of a grading permit, the City shall verify that the grading plan notes include the following requirements.

a. A qualified biologist with expertise on the sensitive plant and wildlife species potentially present on the site shall be hired by the applicant prior to issuance of the grading permit, with proof of the contract provided to the City of Calimesa Planning Department. The Project Biologist shall be responsible to communicate with and provide guidance to biological monitors regarding biological resources issues, communicate with wildlife agencies as needed, and ensure that any required reports are submitted.

b. One or more biological monitors shall be assigned to the Project to monitor work activities during the initial vegetation clearing and grading phase of construction (including any

ground or vegetation disturbance, demolition, fence installation, grading of existing roads, material delivery, etc.). Monitors shall be responsible for ensuring that impacts to listed and special status species, native vegetation, sensitive habitat, jurisdictional waters, and unique biological resources are avoided and minimized to the extent possible. Monitors shall also be responsible to ensure that work activities are conducted in compliance with Project mitigation measures, permit conditions, and applicable regulations.

c. Biological monitors shall have the authority to temporarily halt construction activities to avoid unauthorized impacts to biological resources. Halted activities shall not resume until the issue has been appropriately addressed and the biological monitor clears construction to continue.

d. Biological monitors shall attend daily tailgate/tailboard meetings and inform construction crews of any environmentally sensitive areas (ESAs), avoidance buffers, or other resource issues or restrictions that affect the work sites for that day, and shall communicate with construction crews as needed to provide guidance to maintain compliance with mitigation measures and permit conditions. The Proponent shall ensure that an adequate number of monitors are assigned to effectively monitor work activities.

e. Biological monitors are required to be familiar with the biological resources present or potentially present, ESAs, nest buffers, and any other biological resource issues at the site(s) they are monitoring. Monitors shall exhibit diligence in their monitoring duties, comply with Project mitigation measures, permit conditions, and applicable regulations, and refrain from any conduct that compromises their ability to effectively carry out their monitoring duties.

f. The biological monitor(s) shall conduct daily clearance surveys for listed or special status plant and wildlife species and other sensitive biological resources within work sites and areas within no less than 100 feet of work sites to ensure that required measures are being implemented to avoid incidental disturbance of habitat and species of concern. Work activities shall not begin until the daily clearance survey is completed. The monitor shall inspect all debris piles, pipes, burrows, vegetation, and other potential refugia for listed and special status wildlife species prior to initiation of clearing, grubbing, grading, excavating, or any other project activity that may injure listed or special status wildlife.

g. If any listed or special status plants or wildlife are found, the monitor shall take appropriate action as defined in the mitigation measures, permit conditions, and regulations. The biological monitor may move wildlife or humanely encourage it to move out of out of harm's way, if safe and feasible and permitted to do so. Wildlife carcasses will be handled as needed only by a biological monitor. Federal, state, and local agencies shall be consulted as needed and appropriate. If needed, an avoidance buffer shall be established to protect the resource until this action has been completed. Monitoring and survey activities shall be documented on a daily basis. All monitoring reports and communications shall be retained

in Project files to allow review by the City of Calimesa Planning Department, CDFW, and USFWS, if requested.

4.4.23 Significance of Impacts After Mitigation

Threshold a: Less-than-Significant Impact with Mitigation Incorporated. Implementation of Mitigation Measure MM 4.4-1 would ensure that pre-construction surveys are conducted for the burrowing owl, and would further require the preparation and implementation of a Burrowing Owl Plan (if necessary) to ensure that any burrowing owls that may occupy the Project's Survey Area are avoided or relocated actively or passively. In addition, in the event that Project construction activities occur during the nesting season for birds (February 1 to August 31), Regulatory Requirement RR 4.4-3 would apply and would ensure pre-construction nesting surveys are conducted prior to commencement of construction activities, and also would ensure the appropriate avoidance of any active nests that may be identified. Implementation of Mitigation Measure MM 4.4-2 would ensure that appropriate surveys are conducted for the Crotch's bumble bee, and further requires the Project Applicant to obtain an incidental take permit (ITP) from the CDFW in the event the Project site and/or off-site improvement areas are determined to be occupied by the Crotch's bumble bee. ~~Implementation of Mitigation Measure MM 4.4-3 would ensure that listed fairy shrimp, if present, are either conserved on the site or mitigated off site through purchase of preservation credits at mitigation bank.~~ In the event that demolition or disturbance to suitable bat roosting habitat is proposed during the maternity season (March 1 to September 30), or if structures or rock/debris piles must be removed at any time of year, Mitigation Measure MM 4.4-4 requires that the trees, structures, and/or rock/debris piles that potentially could support an active maternity roost or hibernating colony shall be inspected by a bat specialist, and further requires special measures to be incorporated in the event that maternity roosts or hibernating colonies are identified within the Project's Survey Area. Mitigation Measure MM 4.4-5 specifies restrictions for on-site lighting elements in order to preclude potential indirect impacts to roosting and foraging bats and other nocturnal wildlife. Implementation of the required mitigation would reduce the Project's impacts to burrowing owl, nesting birds, the Crotch's bumble bee, and special-status bats to below a level of significance.

Threshold c: Less-than-Significant Impact with Mitigation Incorporated. Implementation of Mitigation Measure MM 4.4-6 would ensure that Project impacts to ~~0.86-acre~~1.26 acres of CDFW streambed/State waters (inclusive of ~~0.73-acre pf~~1.14 acres of MSHCP riverine resources) are mitigated at a minimum 2:1 ratio (~~1.72~~2.52 acres) (or as required by permits issued by the SAA to be issued by the CDFW). Implementation of the required mitigation would reduce Project impacts to jurisdictional drainages and MSHCP riverine areas to below a level of significance.

Threshold d: Less-than-Significant Impact with Mitigation Incorporated. In the event that Project construction activities occur during the nesting season for birds (February 1 to August 31), Regulatory Requirement RR 4.4-3 would apply pursuant to the MBTA, and would ensure pre-construction nesting surveys are conducted prior to commencement of construction activities, and also would ensure the appropriate avoidance of any active nests that may be identified. Implementation of the required mitigation would reduce the Project's impacts to nesting birds to below a level of significance.

Threshold e: Less-than-Significant Impact with Mitigation Incorporated. Implementation of Regulatory Requirement RR 4.4-4 would ensure that proposed removal of oak trees that are regulated by Chapter 18.80 of the City of Calimesa Municipal Code is subject to compliance with a City-approved Tree Preservation and Replacement Plan (Oak Tree Plan), and requires preservation of oak trees on site, replacement of oak trees, or payment of mitigation fees. In addition, in the event any non-oak trees that are regulated by Section 18.70.120 of the City of Calimesa Municipal Code are removed, Regulatory Requirement RR 4.4-4 requires the preparation and implementation of a Tree Preservation and Replacement Plan (Non-Oak Tree Plan), the replacement of non-oak trees with a DBH greater than 24 inches at a minimum 1:1 ratio, and the long-term monitoring (over a five-year period) of any replacement trees planted on site. Implementation of MM 4.4-8 would ensure that that 55 oak trees and 11 mature non-oak trees are incorporated into the Project's landscaping in accordance with the mitigation requirements provided in the Project's Oak and Mature Non-Oak Tree Planting and Restoration Plan (EIR *Technical Appendix E.4*). Implementation of the mandatory provisions of Calimesa Municipal Code Chapter 18.80 and Section 18.70.120 and Mitigation Measure MM 4.4-8 would ensure that the Project impacts to oak trees and non-oak trees are reduced to less-than-significant levels.

Threshold f: Less-than-Significant Impact with Mitigation Incorporated. Mitigation Measure MM 4.4-6 would ensure that Project impacts to ~~0.73-acre~~1.14 acres of MSHCP riverine resources are mitigated at a minimum 2:1 ratio (~~1.46~~2.28 acres) (or as required by permits issued by the CDFW as part of the Project's SAA for Project impacts to 1.26 acres ~~0.86-acre~~ of CDFW streambed/State waters). Implementation of the required mitigation would ensure compliance with Section 6.1.2 of the MSHCP, and would reduce Project impacts to MSHCP riverine areas to below a level of significance. Implementation of Mitigation Measure MM 4.4-7 would ensure that future implementing landscaping plans exclude prohibited plant species pursuant to MSHCP Table 6-2, and would reduce Project impacts due to a potential conflict with MSHCP Section 6.1.4 to below a level of significance. Implementation of Mitigation Measure MM 4.4-1 would ensure that pre-construction surveys are conducted for the burrowing owl, and would further require the preparation and implementation of a Burrowing Owl Plan to ensure that any burrowing owls that may occupy the Project's Survey Area are avoided or relocated actively or passively. Implementation of the required mitigation would ensure the Project is fully consistent with the requirements of MSHCP Section 6.3.2, and would reduce the Project's impacts to below a level of significance.

4.5 CULTURAL RESOURCES

The analysis in this Subsection 4.5 is based on a technical study prepared by PaleoWest, entitled, "Cultural Resources Assessment for the Oak Valley North Specific Plan Project, City of Calimesa, Riverside County, California" (herein, "CRA"), dated March 7, 2024, and included as *Technical Appendix F* to this EIR (PaleoWest, 2024). Refer to Section 7.0, *References*, for a complete list of these and other reference sources.

It should be noted that confidential information has been redacted from *Technical Appendix F* for purposes of public review. In addition, much of the written and oral communication between Native American tribes, the City of Calimesa, and PaleoWest is considered confidential in respect to places that have traditional tribal cultural significance (Gov. Code § 65352.4), and although relied upon in part to inform the preparation of this EIR subsection, those communications are treated as confidential and are not available for public review. Under existing law, environmental documents must not include information about the location of archaeological sites or sacred lands or any other information that is exempt from public disclosure pursuant to the Public Records Act (Cal. Code Regs. § 15120(d)).

4.5.1 EXISTING CONDITIONS

A. *Cultural Setting*

A general overview of prehistoric, ethnographic, and historical periods in the Project area is presented below; refer to Section 3 of *Technical Appendix F* for a more detailed discussion of the prehistoric setting for the Project area.

1. Prehistoric Context

The general framework of the prehistory of western Riverside County can be broken into three primary periods: Paleoindian, Archaic, and Late Prehistoric. These periods are discussed below. (PaleoWest, 2024, pp. 6-9)

- **Paleoindian Period (ca. 18,000-9,000 B.P.).** During the Paleoindian Period, Native groups are believed to have been highly mobile nomadic hunters and gatherers organized into small bands. Sites from this period are thought to have been very sparse across the landscape, may yield only meager evidence of human activity, or may be rich with flaked and ground stone tool kits, ecofacts, and possibly even structures; and most are deeply buried. It is believed that Native peoples of this period created projectile points and bifaces with fluted bases designed to be hafted to wooden shafts. This distinctive method of thinning the bases of projectile points and bifaces by removing long, linear flakes, serves as diagnostic Paleoindian markers at tool-making sites. Other artifacts associated with the Paleoindian tool kit include choppers, cutting tools, retouched flakes, and perforators. (PaleoWest, 2024, p. 7)

- **Archaic Period (ca. 9,000-1,500 B.P.).** The Archaic Period is the earliest defined period in the region. During this time, a long period of human adaptation to environmental changes brought on by the transition from the late Pleistocene to the early Holocene geologic periods occurred. The early portion of the Archaic Period was characterized by continued organization of Native groups as nomadic hunters and gatherers; however, there is some evidence of semi-sedentary residential occupation.

Archaic sites in the Project region are characterized by abundant lithic scatters of considerable size with many biface thinning flakes, manos and milling stones, bifacial preforms broken during manufacture, and well-made ground stone bowls and basin metates. Additionally, sites in the region in the Archaic Period that present stratified cultural deposits indicate seasonal or longer-term occupation at some of these sites and further indicates the possible sedentary habitation or occupation patterns. It is thought that the general settlement-subsistence patterns in the region during the Middle Holocene were characterized by a greater emphasis on seed gathering and shallow midden concentrations at sites suggest seasonal camping. It is believed that Native Americans in the area followed a central-based wandering pattern that shifted based on the need to exploit seasonal floral resources. Specifically, this semisedentary pattern involved a base camp that was occupied during a portion of the year, while other more satellite camps were occupied by smaller groups of people to exploit seasonal resources such as grass seeds, berries, tubers, and nuts. (PaleoWest, 2024, pp. 7-8)

- **Late Prehistoric Period (ca. 1,500 B.P.-contact).** The Late Prehistoric Period is characterized by cooler temperatures and greater precipitation resulting in more easily accessible food and water sources. Native American groups in the region began manufacturing ceramics, such as vessels, using the paddle-and-anvil technique. The technological advancement of the mortar and pestle may also indicate the use of acorns as a resource and the practice of storing food resources. Sites from this period typically contain small lithic scatters from the manufacture of small projectile points, expedient ground stone tools such as tabular metates and unshaped manos, wooden mortars with stone pestles, acorn or mesquite bean granaries, ceramic vessels, shell beads suggestive of extensive trading networks, and steatite implements such as pipes and shaft straighteners. Other characteristics of this period include the appearance of bone and antler elements within the artifact assemblage and the use of asphaltum. This period also is marked by the appearance of the bow and arrow points and arrow shaft straighteners. The presence of sites post-dating 500 B.P. and the high frequency of processing sites and the abundance of variety of biotic, faunal and artifacts, suggests that the use of the area intensified during the Late Prehistoric Period. Terminal dates for occupation at these sites in the latter half of the Late Prehistoric Period are thought to be set at approximately 200 years ago\, and it is thought that by historical times the Native American occupation of the region appears to have ceased. (PaleoWest, 2024, pp. 8-9)

2. Ethnographic Setting

Ethnography is the study of human cultures and the ethnographic background of the Project site area is described in Subsection 3.3 of *Technical Appendix F.* The Project Site is located within the ethnographic tribal territories of both the Serrano and Cahuilla (PaleoWest, 2024, p. 9)

The Serrano occupied the territory of the San Bernardino Mountains east to Mount San Gorgonio, the San Gabriel Mountains west to Mount San Antonio, portions of the desert to the north, and the fringe of the San Bernardino Valley to the south. Serrano clans were politically autonomous although linked by ceremonial ties to other clans and peoples of other tribal groupings (i.e., the Cahuilla and Gabrielino). Serrano settlements are known in the foothills of the San Bernardino Mountains and along the Mojave River drainage. Seasonal or permanent settlement of the Mojave Desert occurred where water and other resources were available such as along the Mojave River. However, the upland or higher altitude areas within their territory were preferred for

permanent settlement because of the availability of tree crops (acorns and pinyon) as well as the availability of water, forage, and the greater seasonal availability of certain classes of game. Groups of lineages lived in villages at the valley margins in the winter and in smaller encampments at higher elevations in the summer. Proximity to water sources and adequate arrays of resources predictably dictated settlement location choices. (PaleoWest, 2024, pp. 10-11)

The Project area likely was also used by the Cahuilla. Ethnographically, Cahuilla territory spanned from the summit of the San Bernardino Mountains in the north to Borrego Springs and the Chocolate Mountains in the south, a portion of the Colorado Desert west of Orocopia Mountain to the east, the San Jacinto Plain as far as Riverside, and the eastern slopes of Palomar Mountain to the west. The Cahuilla occupied a topographically complex region that includes mountain ranges with elevations of 11,000 ft to low desert at 273 ft below sea level and interspersed with passes, canyons, foothills, and valleys. Seasonal extremes in temperature, precipitation, and wind characterize the region. The Cahuilla were hunters, collectors, and harvesters. A diverse habitat provided an immense variety of floral resources, which the Cahuilla used for food, medicine, and manufacture of tools and shelter. (PaleoWest, 2024, pp. 12-13)

3. Historic Context

The historic background of the City of Calimesa and Project site area is described in Subsection 3.4 of *Technical Appendix F* and is summarized below.

The Southern California coastal region and the California deserts are two historically important areas that helped shape Calimesa and the San Timoteo Canyon area. The San Gorgonia Pass served as a major transportation route and was subject to a variety of cultural influences. (PaleoWest, 2024, p. 15)

- **Mission and Rancho Periods.** In the late 1500s, Spanish explorers entered Alta California through San Diego and established military settlements (presidios). These settlements were used as bases to colonize the remainder of what is now known as California. The Spanish founded pueblos, or towns along the coast. With the establishment of the California mission system in 1769, the demographic, cultural, and economic changes affecting the Serrano and Cahuilla were extensive. Research into baptismal and other records of Mission San Gabriel indicates that during the late 1700s and early 1800s, native peoples were forcibly brought into Mission San Gabriel and baptized. Consequently, traditional Indian communities were economically devastated. (PaleoWest, 2024, p. 15)

  Coinciding with the establishment of the mission system in *Alta California*, an overland route was deemed necessary to initiate a strong colonizing effort in Alta California. In 1774, Captain Juan Bautista de Anza crossed the San Jacinto plains with a small party of soldiers to establish an overland route through Alta California. Colonists and missionaries continued to use this land route through the San Gorgonia Pass to the missions and ranch lands during the Spanish occupation of California. Starting in the 1820s and ensuing throughout the remainder of the century, surveys and expeditions to determine feasible transportation and railroad routes through Serrano and Cahuilla territory would further lead to the disruption of traditional native lifeways. (PaleoWest, 2024, p. 15)

Mexico gained its independence from Spain in 1821, dissolved the mission system and redistributed former mission lands throughout the region as land grants called ranchos. However, major permanent settlement and growth in the San Timoteo Canyon area by nonindigenous peoples primarily occurred after Mexico ceded California to the United States in 1847. (PaleoWest, 2024, p. 16)

Lands within the Project vicinity were part of Rancho San Jacinto y San Gregorio, also known as Rancho San Timoteo and Rancho Yucaipa. The rancho was originally granted to James (Santiago) Johnson in 1843 by Governor Manuel Micheltorena. In 1852, pioneer Louis Rubidoux purchased the rancho. Land grant records indicate that in August 1872, Rubidoux owned Townships 2 and 3 South, Ranges 1–4 West of San Jacinto y San Gorgonio. (PaleoWest, 2024, p. 16)

- **Early American Exploration.** In 1848, the Mexican American War came to an end with the signing of the Treaty of Guadalupe Hidalgo and California became a U.S. territory. In 1850, California was granted statehood. Exploration and surveys of the San Gorgonio Pass by Americans were first made in 1853 to determine the feasibility of developing a rail line, which would extend west through the area and continue to the Pacific Ocean. Freight, stage, and other mail lines crossed the San Gorgonio Pass using Bradshaw Road between 1858 and the mid-1870s. The Stagecoach Trail extended south from Redlands into Cherry Valley following San Timoteo Canyon Road and Singleton Canyon, then descended into Cherry Valley using Orchard Street and Nancy Avenue. (PaleoWest, 2024, p. 16)

- **American Settlement of the Yucaipa Valley.** Riverside County was formed by local voters in 1893 from portions of San Bernardino County and San Diego County and was named after the county seat of Riverside. This new county was formed, in part, by a growing rivalry between the cities of Riverside and San Bernardino. Riverside County began as mainly an agricultural county and its main crops included various citruses. In 1910, the Redlands-Yucaipa Land Company subdivided Yucaipa Valley. In 1915 and 1916, the dirt highway extending from Beaumont to Yuma was overlain with concrete. Fifteen years later, the road was completed between Redlands and Beaumont through Calimesa, and residents participated in a "Road-Day-O" celebration. The route was later designated State Route 99 and is now I-10. Following its completion, commercial activities in the area developed and Calimesa began to establish a separate identity from Yucaipa. (PaleoWest, 2024, p. 16)

  Yucaipa Valley's location along the San Gorgonio Pass brought permanent settlers to the area throughout the nineteenth century, many of which practiced agriculture. In 1876, the Southern Pacific Railroad completed its line from Los Angeles through the San Gorgonio Pass to gold deposits in Arizona. This led to increased agricultural and land development opportunities in the area and drew more homesteaders to the area. During the early twentieth century, the Redlands-Yucaipa Land Company bought large swaths of land across the Yucaipa Valley with the intent to transition the area from primarily ranching to the cultivation of apples. After the end of World War II, many areas of rural and agricultural development gave way to more urbanized residential and municipal development, bolstered by the completion of I-10 and a post-war economy. (PaleoWest, 2024, p. 17)

- **Site Specific History.** The Singleton Ranch, or a portion of it, appears to be just southwest of the Project area along the western side of I-10. A portion of the Singleton Ranch, southwest of the William

Singleton Residence, was eventually bought by stagecoach driver Eugene Maclove (E.M.) Vanderventer, who married Martha Jane Wilshire, granddaughter of James Singleton; the couple established residence and grazed cattle on the property. In 1911, the Vanderventers sold their ranch to the same group of investors who bought the nearby Singleton Ranch that same year. By 1930, Edward A. Pearson had purchased the portion of the property formerly owned by Vanderventer west of the Project area. Pearson and his family resided on the land and began operating a grain farm and hog ranch. Based on census records, the Pearson family appears to have resided and operated a ranch at the property until the 1940s. By the 1950 U.S. Census, only Pearson and his wife Geneve resided at the property. There is a property at 9950 Calimesa Boulevard within the Project area. In the 1950s, a portion of the Project area was purchased by Leonard M. Stearns. Mr. Stearns was born in 1926 in Detroit, Michigan, and developed several apartment buildings, mobile home parks, and custom homes in southern California and Nevada (The Desert Sun 2011). It appears Mr. Stearns owned the property at 9950 Calimesa Boulevard until the 1990s (Fields et al. 2020); however, it is unclear if Mr. Stearns was associated with the original construction of the single-family residence. A web-based search of the property address revealed that the single-family residence was retained by the Stearns family. The most recent tenant recorded was Robert Stearns of Calimesa, California. *(PaleoWest, 2024, pp. 17-18)*

B. Cultural Resources Inventory

The cultural resources inventory consisted of a literature review and records search at the Eastern Information Center (EIC), an examination of historical maps and aerial images, outreach with local Native American tribal groups, archival repositories, and local historical societies, and a cultural resources survey of the Project site and offsite improvement area. A summary of the results of the cultural resources inventory are provided below.

1. Literature and Data Review

For purposes of conducting a literature and data review, the Project site, offsite improvement area, and a surrounding radius of approximately 0.5 mile was researched. The records search results indicate that 17 previous cultural resource investigations have been completed within 0.5-mile of the Project site since 1978. None of these studies included or intersected the Project site or offsite improvement area. As a result, it does not appear that any of the Project area or offsite improvement area has been previously inventoried for cultural resources. (PaleoWest, 2024, pp. 22-23)

The records search indicated that 14 cultural resources were previously documented within a 0.5-mile radius of the Project site. These resources include one prehistoric period isolate, three historic period sites, nine historic period buildings, and one historic period isolate. Two of the historic period buildings are part of a historic district. A small portion of one of these resources, a historic period property comprised of ancillary buildings (P-33-014868), is mapped within 0.5-mile of the Project site, as described below. (PaleoWest, 2024, p. 24)

- **Site P-33-014868/CA-RIV-7923**. This resource was recorded in 2005 by LSA Associates, Inc. as part of the I-10/Singleton Road Interchange Modification Project. The site is 200 by 75 feet and consists of the remains of ancillary buildings associated with a historical gas station and restaurant that operated in the 1940s and 1950s. It contains a freestanding canopy, a water tower building, remains of a garage

> and service pit, concrete slabs, and a shed. Originally adjacent to State Route 99, the gas station and restaurant appear to have been removed in the early 1960s when I-10 was constructed. An evaluation of significance that was conducted as part of the study determined that the remains of the ancillary structures are not eligible for listing on the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR). (PaleoWest, 2024, p. 25)

Additional sources consulted during the cultural resource literature and data review include the NRHP, the Office of Historic Preservation (OHP) Archaeological Determinations of Eligibility, and the Built Environment Resource Directory (BERD). There is one CRHR-listed cultural resource (P-33-015004, Singleton/Woodhouse Ranch) recorded within 0.5-mile of the Project site. There are no CRHR or NRHP-listed resources within the Project site or offsite improvement area. In addition to the California Historical Resources Information System (CHRIS) records search, PaleoWest consulted or contacted the following archival repositories and organizations as part of the research effort: (PaleoWest, 2024, pp. 20-21)

- Riverside County Heritage Association
- San Gorgonio Pass Historical Society
- Ancestry.com
- HistoricAerials.com
- Newspapers.com
- Online Archive of California
- Calisphere, University of California
- Digital Commons Network
- USGS topoView
- General Land Office
- Riverside County Assessor-County Clerk-Recorder

Historical maps and aerial images were consulted as part of the background research. The 1871 Bureau of Land Management (BLM) General Land Office (GLO) depicts the Project site and offsite improvement area as undeveloped land with a road labeled Old Road from Gucaypa to San Gorgonio Plains running along the southwestern boundary of the Project site. On the 1901 Elsinore, CA map, the Southern Pacific Railroad is shown paralleling the road as it traverses through Timoteo Canyon. An unnamed dirt road, which roughly follows the current alignment of Singleton Road, also is depicted north of the Project site. By the early 1940s, State Route 99 had been constructed and Singleton Road was labeled as an improved road. One building is shown at this time in the south-central portion of the Project site (9950 Calimesa Boulevard, see below). A second building, which is shown just south of Singleton Road, corresponds with the mapped location of P-33-014868. (PaleoWest, 2024, p. 26)

By the early 1950s, State Route 99 was a two-lane highway, and an unimproved road was constructed along the northeastern boundary of the Project site. A total of three structures and one well are shown on the Project

site on the 1953 El Casco, CA map. Two buildings, one of which is depicted as a ruin, correspond to 9950 Calimesa Boulevard. The third structure and well are in southeastern portion of the Project site and appear to have been constructed sometime between 1942 and 1953. A fourth structure, which corresponds to P-33-014868, lies adjacent to the Project site in the area south of Singleton Road and east of State Route 99. By the late 1960s, I-10 had been built with an exit at Singleton Road and Calimesa Boulevard immediately to the northeast. One building is shown in the area corresponding to 9950 Calimesa Boulevard. Additionally, the southeastern portion of the Project site contained four buildings and two wells with an unimproved road running from Calimesa Boulevard across the Project site in a northeast direction. Finally, two buildings associated with P-33-014868 are depicted adjacent to the Project site south of Singleton Road between the I-10 offramp and Calimesa Boulevard. (PaleoWest, 2024, p. 26)

Aerial imagery dating back to 1959 indicates that in the later part of the twentieth century, the Project site was largely been used for agricultural purposes with no additional structures built on the Project site. Between 1985 and 1996, two buildings were constructed on the triangular-shaped area north of the Project site south of Singleton Road and west of Beckwith Avenue. Most of the buildings shown on the historic topographic maps in the southeastern portion of the Project site appear to be at least partially demolished between 2005 and 2009. (PaleoWest, 2024, p. 26)

2. Buried Site Sensitivity Analysis

A buried site sensitivity analysis was conducted of the Project site and offsite improvement area to determine the potential for encountering subsurface cultural materials during construction activities. The Project site and offsite improvement area lacks many of the natural resources (e.g., springs or permanent water sources) that were exploited by prehistoric inhabitants of the region. A small ephemeral drainage intersects the northeastern boundary of the Project site and runs in a southwestern direction to San Timeteo Canyon, between 0.2- and 0.6-mile south of the Project site. No other hydrological features are present near the Project site. Today, the area surrounding the Project site contains housing tracts, undeveloped parcels, scattered other uses, roads, and I-10. Undeveloped parcels may preserve the original landform surface, although many areas have been heavily farmed. (PaleoWest, 2024, p. 27)

Geologically, the Project site consists of very young wash deposits (Qvywm and Qvyw2), young axial-valley deposits (Qya5), very old alluvial fan deposits (Qvof3), and old alluvial-fan deposits (Qof2). The Project site lies on the proximal and medial portions of an alluvial fan that is dissected by stream channels. The upper fan deposits generally consist of high energy flood sediments that are deposited during flash flood events. Older fan deposits (Qvof3 and Qof2) consist of Middle and Upper Pleistocene age sediments composed of sand, silt, and gravels situated on inactive fan surfaces. These are cut by younger wash deposits (Qvywm and Qvyw2), which are modern in age and consist of sandy and gravely sediment in active stream channels. Young axial-valley deposits are late Holocene in age (4,000 years B.P.- present) and composed of sandy, muddy, and gravelly sediment deposited by stream channels of axial valleys. Pleistocene-age deposits do not have the potential to preserve buried archaeological resources because they predate the human occupation of the region. In addition, much of the sediment deposition that occurred in this portion of Project site was the result of high energy stream channel deposits and flash flood driven debris flows. These debris flows were often catastrophic, eroding the existing surface destroying site features and picking up artifacts as material spreads out across the

fan. As such, any buried cultural artifacts in the Project site likely derive from disturbed contexts rather than *in situ* deposits. (PaleoWest, 2024, p. 27)

3. Native American Coordination

PaleoWest contacted the Native American Heritage Commission (NAHC) on February 17, 2022, for a review of the Sacred Lands File (SLF). The NAHC responded on April 11, 2022, stating that the SLF was completed with negative results. The NAHC suggested that 23 individuals representing 15 local Native American groups be contacted to elicit information regarding tribal cultural resource issues related to the proposed Project. PaleoWest sent outreach letters to the 23 individuals regarding tribal cultural resource issues on April 18, 2022 and the outreach is summarized in EIR *Technical Appendix F*. Six responses were received from the following tribes: Agua Caliente Band of Cahuilla Indians, Pechanga Band of Indians, Quechan Tribe of Fort Yuma, Ramona Band of Cahuilla Indians, Rincon Band of Luiseno Indians, and Desert Cahuilla Indians. The Agua Caliente Band of Cahuilla Indians (ACBCI) was the only tribe that responded, stating that the Project site is within the ACBCI's Traditional Use Area. The other Native American groups that responded stated that they do not have further interest in the Project or Project area, do not have information to provide, or deferred to other tribes. (PaleoWest, 2024, pp. 27-28)

C. Cultural Resources Survey Results and Significance Evaluation

A field survey of the Project site and offsite improvement area by PaleoWest made discovery of two historic period cultural resources. These include an extant single-family residence at 9950 Calimesa Boulevard and the archaeological remains of historic ranch structures (Site 22-0076-02H) in the southeastern extent of the property. Revisit to P-33-014868 found no historical remnants associated with this resource within the Project site or the proposed off-site improvement area along Singleton Road. Two single-family residential properties were observed immediately south to Singleton Road; online records indicate that these properties were constructed in 1987 and are not historic in age. No evidence of prehistoric remains was identified on the Project site or offsite improvement area during the pedestrian survey. A description and significance evaluation of each of the identified cultural resources is provided below. (PaleoWest, 2024, pp. 30-36)

1. Evaluation Criteria

CEQA defines historically significant resources as "resources listed or eligible for listing in the California Register of Historical Resources (CRHR)" (Public Resources Code § 5024.1). A cultural resource may be considered historically significant if the resource is 45 years old or older and possesses integrity of location, design, setting, materials, workmanship, feeling, and association[1]. In addition, it must meet any of the following criteria for listing on the CRHR: (PaleoWest, 2024, p. 4)

1. **Criterion No. 1**: Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

[1] The Office of Historic Preservation (OHP) guidelines recognize a 45-year-old criteria threshold for documenting and evaluating cultural resources (assumes a 5-year lag between resource identification and the date that planning decisions are made). The age threshold is an operational guideline and not specific to CEQA statutory or regulatory codes.

2. **Criterion No. 2**: Is associated with the lives of persons important in our past;
3. **Criterion No. 3**: Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or,
4. **Criterion No. 4**: Has yielded, or may be likely to yield, information important in prehistory or history (Public Resources Code § 5024.1).

In addition, and although the Project does not require any federal approvals and is therefore not subject to the National Historic Preservation Act (NHPA), the National Park Service identifies the following criteria, at least one of which must be met in order to be eligible for listing in the National Register of Historic Places (NRHP):

1. **Criterion A**: Is associated with events that have made a significant contribution to the broad patterns of our history;
2. **Criterion B**: Is associated with the lives of persons significant in our past;
3. **Criterion C**: Embodies the distinctive characteristics of a type, period or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; and
4. **Criterion D**: Has yielded, or may be likely to yield, information important in history or prehistory.

Cultural resources are buildings, sites, humanly modified landscapes, traditional cultural properties, structures, or objects that may have historical, architectural, cultural, or scientific importance. A resource can also be determined historically significant under CEQA by virtue of being included in a local register of historical resources regardless of CRHR eligibility (Title 14 CCR §15064.5(a)(2)). CEQA states that if a project will have a significant impact on important cultural resources, deemed "historically significant," then project alternatives and mitigation measures must be considered. Additionally, the Office of Historic Preservation (OHP) may choose to comment on the CEQA compliance process for specific local government projects in an informal capacity but does not seek to review all projects that may affect historically significant cultural resources under CEQA provisions. (PaleoWest, 2024, p. 4)

2. Site P-33-014868/CA-RIV-7923

P-33-014868 that is located within 0.5-mile of the Project site was previously described as a cluster of historic period ancillary buildings associated with a gas station and restaurant. At the time it was first documented in 2005, the site consisted of a free-standing canopy, a water tower building, the remains of a garage with a service pit, concrete slabs, the remnants of a shed, and a paved driveway. A one-quart metal oil can was also found. PaleoWest found no evidence of any historic period archaeological remains associated with P-33-014868 in the Project site or off-site improvement area along Singleton Road. Concrete foundations, remains of the shed, and part of an adobe wall were observed west of Calimesa Boulevard approximately 100 feet north of the Project site and 300 feet south of the offsite improvement area. None of these ancillary structures are still standing. Based on these findings, it appears that the site's condition has deteriorated since it was originally recorded. P-33-014868 was previously determined to be ineligible for listing on the CRHR, and PaleoWest

concurs with this finding. Accordingly, P-33-014696 is not eligible for listing in the CRHR. (PaleoWest, 2024, p. 30)

3. 9950 Calimesa Boulevard (APN 413-260-018)

APN 413-260-018 is composed of a 49.3-acre parcel that includes an abandoned single-family residence (Feature 1), two rectangular concrete slab foundation slabs (Features 2 and 3), and a driveway (Feature 4). The property is between Calimesa Boulevard to the west and Beckwith Avenue to the east. Parcels immediately north and south of the subject property are vacant. (PaleoWest, 2024, p. 33)

Constructed in 1940, the single-family residence consists of a one-story Spanish Revival style building that is 1,281 s.f. in size. Set back approximately 400 feet from Calimesa Boulevard, the residence sits atop a hill. It has a post-and-beam foundation and a roughly L-shaped plan with an east-west oriented wing and a north-south oriented wing. There are two entrances on the east (primary) façade with a third entrance on the west façade of the north-south oriented wing. The residence features a cross-gable clay tile roof, lightly textured stucco cladding, open eaves with exposed wooden raftertails and vigas, wood window frames, brick windowsills, punched attic vents arranged in an arrow pattern, and a brick chimney on the south façade of the north-south wing. The building is no longer in use with many of the windows and doors covered with plywood. (PaleoWest, 2024, p. 33)

Surrounding the residential building are the remains of a chain-link fence with steel posts. A steel railing and concrete stairs are located northeast of the residence and lead down to the foundation remains of a garage (Feature 2). The feature consists of poured concrete foundation with an 8-inch-wide concrete frame that is approximately 25 by 50 ft. Although no intact walls or roof are present, remnant pieces of milled lumber and metal hardware are attached to the concrete frame. A one-foot-wide concrete curb was constructed approximately 10 feet to the southeast of the garage foundation. The foundation is at the terminus of a driveway that connects the property to Calimesa Road (Feature 4); the driveway is constructed of asphalt and is approximately 6 feet wide and is 550 feet long. Northwest of the garage remnants is a second concrete foundation that is 30 by 60 feet (Feature 3). The foundation appears to have been constructed in rectangular-shaped sections with a 6-inch-wide concrete frame. A review of historical aerial photographs indicate that the two ancillary buildings and driveway were in use as early as 1959. Feature 3 is no longer extant in 1978 aerial photographs with Feature 2 demolished sometime between 1980 and 1985. (PaleoWest, 2024, p. 35)

Archival research indicates that although the Project site was once part of the Singleton Ranch, the property that encompasses APN 413-260-018 was sold off in the early part of the twentieth century. Information provided in the Project's Phase I Environmental Assessment report (EIR *Technical Appendix K.1*) suggests that by 1950, the property was owned by Leonard M. Stearns. Mr. Stearns was born in 1926 in Detroit, Michigan. He developed a number of apartment buildings, mobile home parks, and custom homes in southern California and Nevada. It is unclear if Mr. Stearns resided at the property at 9950 Calimesa Boulevard. (PaleoWest, 2024, p. 35)

An evaluation of significance indicates that the property at 9950 Calimesa Boulevard is ineligible for listing on the CRHR for the following reasons.

Criterion No. 1*: Is not associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.*

The subject property is one of many single-family residences constructed on agricultural land in the Yucaipa Valley during the early to mid-twentieth century. Although the property is associated with the agricultural development of the area, the association is not strong or apparent enough for the property to be considered individually significant under CRHR Criterion 1. Research did not reveal any other historically important events for which the property might be considered significant. As such, PaleoWest determined that 9950 Calimesa Boulevard is not eligible under CRHR Criterion 1. (PaleoWest, 2024, p. 36)

Criterion No. 2*: Is not associated with the lives of persons important in our past.*

Archival research indicates that the property at 9950 Calimesa Boulevard has been owned since at least 1950 by the Stearns family. Leonard M. Stearns was a real estate developer who worked throughout southern California and Nevada. It is not known if Mr. Steams was responsible for constructing the single-family residence or if he ever resided on the property. As no evidence was found to indicate Mr. Stearns was a person important to our past, the property at 9950 Calimesa Boulevard is determined to be not eligible under CRHR Criterion 2. (PaleoWest, 2024, p. 36)

Criterion No. 3*: Does embody the distinctive characteristics of a type, period, region, or method of construction, but does not retain sufficient integrity to convey historical significance for its architectural design. Does not represent the work of an important creative individual. Does not possess high artistic values.*

The residence at 9950 Calimesa Boulevard is a one-story Spanish Revival building that displays the typical characteristics of the style, including its materials, overall form and massing, and architectural details, such as exposed raftertails. The style is very common throughout Southern California, but less for agricultural properties that predominantly feature vernacular residences. The residence is a modest example of the Spanish Revival style adapted for a bungalow residential building. The residence is a true representative of Spanish Revival architecture that is not common to rural agricultural properties and as such, it meets Criterion 3 for listing on the CRHR. (PaleoWest, 2024, p. 36)

For this cultural resource to be considered eligible for listing in the CRHR, it must also maintain integrity. Integrity is a property's ability to "convey its significance." The subject property retains its integrity of location, but in its current condition, is missing all of its doors and windows. These missing elements significantly detract from the integrity of materials and workmanship that allow the residence to convey its significance. Additionally, changes to the setting, namely that it is no longer used as an agricultural property, detract from its ability to convey its significance as a relatively rare example of a highly stylized Spanish Revival style agricultural property residence. These integrity issues also compromise the subject property's feeling and association. Due to this loss of integrity under multiple aspects, the subject building is no longer an ideal or distinctive rendition of a Spanish Revival residence. Therefore, although 9950 Calimesa Boulevard meets Criterion 3 for listing on the CRHR, it

no longer retains sufficient integrity to convey historical significance for its architectural design. (PaleoWest, 2024, pp. 36-37)

***Criterion No. 4**: Has not yielded, or may be likely to yield, information important in prehistory or history.*

The subject property at 9950 Calimesa Boulevard is a common property type that is unlikely to provide vital information about history that is not readily available through historical and archival research. As such, the subject property is recommended not eligible under CRHR Criterion 4. The subject property is not within a designated or previously identified historic district. As a very sparsely developed area, the immediate vicinity of the property also lacks the architectural cohesion and a defined shared historical narrative to be considered a historic district. Thus, 9950 Calimesa Boulevard is recommended not eligible as a contributor to a CRHR-eligible or listed historic district. (PaleoWest, 2024, p. 37)

In addition, the property at 9950 Calimesa Boulevard is ineligible for listing on the NRHP. Specifically, and as noted above, the structure at 9950 Calimesa Boulevard is not associated with events that have made a significant contribution to the broad patterns of our history (Criterion A); is not associated with the lives of persons significant in our past (Criterion B); does not embody the distinctive characteristics of a type, period or method of construction, and does not represent the work of a master, or possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction (Criterion C); and has not yielded, and is not likely to yield, information important in history or prehistory (Criterion D).

4. Site 22-0076-02H

Site 22-0076-02H consists of the remnants of the historic period Suzy Q Ranch. The site is immediately east of Calimesa Boulevard at the southern extent of the Project site. It is 800 by 1,100 feet and consists of eight features. Feature 1 is a cinderblock staircase that is four blocks wide and two blocks deep with approximately 25–30 steps running in a northeast direction. Feature 2 is a retaining wall of stacked repurposed wood telephone poles, two of which have tags indicating a date of 1969 and 1979 from Long Beach and Weed, California, respectively, and 1 by 12-inch milled lumber pieces. Feature 1 extends partially into Feature 2 as the wall is stabilizing the slope that contains the staircase. Feature 3 is another retaining wall that consists of repurposed telephone poles, 1 by 12-inch milled lumber, and railroad ties. Feature 4 appears to be an irrigation cleanout consisting of a 6-inch pipe that extends 30 inches above the ground surface; the pipe is surrounded by a 2 by 2 foot concrete pad. Feature 5 is a Worthington irrigation pump and stand for a no longer extant water tank. The pump sits on a concrete pad that contains the remains of a brace that would have held a water tank. The pump is approximately 3.5 feet tall with a 14-inch diameter. The pump serial number is VTP-1000273; archival research found no information on the date of construction of the pump. Feature 6 is a concrete pad measuring 4 by 6 feet for an irrigation tank with associated irrigation pipes. The tank is no longer present. Feature 7 is a system of gravel roads and driveway that runs throughout the site. Asphalt is present near the site's entrance from Calimesa Boulevard. The roads are approximately 6 feet wide. Feature 8 is a gate at the entrance to the property on Calimesa Boulevard. The gate is constructed of cinder block walls and posts. Two planters on the east and west side of the gate contain an oak tree. The cinderblocks extend southeast and northwest to outline the driveway apron connecting the road to Calimesa Boulevard and the road running through the site. The

entrance is closed off by a double inswing wrought iron gate. Two wooden posts extend to a height of approximately 10 feet from the center of the cinderblock posts that hold the gate. These posts likely held the Suzy Q Ranch sign, which is no longer present. No associated artifacts were identified on the site. (PaleoWest, 2024, p. 37)

Criterion No. 1*: Is not associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.*

The parcel is owned by the Diocese of San Bernardino County and was leased and developed by the Murray family as a small-scale horse, cattle ranch, and farm called the Suzy Q Ranch from the mid-1960s through the mid-2000s. Although historic topographic maps indicate that one structure and one well are present on the parcel by 1953, no archival records discussing the structure or well were found. Aerial images from 1959 indicate that the land was used for agriculture, which is consistent with land use on surrounding properties at the time. In the 1960s, the property was developed with a total of 16 structures consisting of residential dwellings, garages, barns, maintenance and storage facilities, and stables. City directories indicate that Fay Lavergne and Cecil Murray are listed as residents from 1990 to 2005, and Norris Murray is listed as resident in 2005. Archival research produced no information on Ms. Lavergne, Mr. Cecil Murray, or Mr. Norris Murray and their role in the settlement of the area. All structures on the property were demolished in 2008. Although the site is associated with the agricultural development of the Yucaipa Valley during the mid-twentieth century, no evidence was found to indicate it is directly associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage. As such, it is not eligible for listing in the CRHR under Criterion 1. (PaleoWest, 2024, pp. 37-40)

Criterion No. 2*: Is not associated with the lives of persons important in our past.*

Site 22-0076-02H represents the remains of a historic period ranch that was in operation between the 1960s and 2000s. Furthermore, none of the people associated with the Suzy Q Ranch, including Fay Lavergne, Cecil Murry, and Norris Murray, appear to have played an important role California's past. As such, the site is not eligible for listing in the CRHR under Criterion 2. (PaleoWest, 2024, p. 40)

Criterion No. 3*: Does not embody the distinctive characteristics of a type, period, region, or method of construction. Does not represent the work of an important creative individual. Does not possess high artistic values.*

The features and artifacts that comprise Site 22-0076-02H are common to abandoned ranch sites found throughout the Yucaipa Valley and are of standard design and construction. As such, the site does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction. Therefore, the site is not significant under Criterion 3. (PaleoWest, 2024, p. 40)

Criterion No. 4*: Has not yielded, or may be likely to yield, information important in prehistory or history.*

> Because no artifacts were identified on the site and the features exhibit no clear temporal or historically significant association, the site cannot produce information that would answer directed research questions and has very limited data potential. As a result, the site is not significant under Criterion 4. (PaleoWest, 2024, p. 40)

In addition, Site 22-0076-02H is ineligible for listing on the NRHP. Specifically, and as noted above, the features at Site 22-0076-02H are not associated with events that have made a significant contribution to the broad patterns of our history (Criterion A); are not associated with the lives of persons significant in our past (Criterion B); do not embody the distinctive characteristics of a type, period or method of construction, and do not represent the work of a master, or possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction (Criterion C); and have not yielded, and are not likely to yield, information important in history or prehistory (Criterion D).

4.5.2 Regulatory Setting

Below is a brief summary of the regulatory setting pertaining to the topic of cultural resources.

A. Federal Regulations

1. National Historic Preservation Act

The National Historic Preservation Act of 1966 (NHPA) was passed primarily to acknowledge the importance of protecting our nation's heritage. While Congress recognized that national goals for historic preservation could best be achieved by supporting the drive, enthusiasm, and wishes of local citizens and communities, it understood that the federal government must set an example through enlightened policies and practices. In the words of the Act, the federal government's role would be to "provide leadership" for preservation, "contribute to" and "give maximum encouragement" to preservation, and "foster conditions under which our modern society and our prehistoric and historic resources can exist in productive harmony." (NPS, 2022a)

NHPA and related legislation sought a partnership among the federal government and the states that would capitalize on the strengths of each. The federal government, led by the National Park Service (NPS) provides funding assistance; basic technical knowledge and tools; and a broad national perspective on America's heritage. The states, through State Historic Preservation Officers (SHPOs) appointed by the governor of each state, would provide matching funds, a designated state office, and a statewide preservation program tailored to state and local needs and designed to support and promote state and local historic preservation interests and priorities. (NPS, 2022a)

An Advisory Council on Historic Preservation (ACHP), the first and only federal entity created solely to address historic preservation issues, was established as a cabinet-level body of Presidentially-appointed citizens, experts in the field, and federal, state, and local government representatives, to ensure that private citizens, local communities, and other concerned parties would have a forum for influencing federal policy, programs, and decisions as they impacted historic properties and their attendant values. (NPS, 2022a)

§ 106 of NHPA granted legal status to historic preservation in federal planning, decision-making, and project execution. § 106 requires all federal agencies to take into account the effects of their actions on historic properties, and provide ACHP with a reasonable opportunity to comment on those actions and the manner in which federal agencies are taking historic properties into account in their decisions. (NPS, 2022a)

A number of additional executive and legislative actions have been directed toward improving the ways in which all federal agencies manage historic properties and consider historic and cultural values in their planning and assistance. Executive Order 11593 (1971) and, later, § 110 of NHPA (1980, amended 1992), provided the broadest of these mandates, giving federal agencies clear direction to identify and consider historic properties in federal and federally assisted actions. The National Historic Preservation Amendments of 1992 further clarified § 110 and directed federal agencies to establish preservation programs commensurate with their missions and the effects of their authorized programs on historic properties. (NPS, 2022a)

2. National Register of Historic Places (NRHP)

The National Register of Historic Places (NRHP) is the official list of the Nation's historic places worthy of preservation. Authorized by the NHPA of 1966, the NPS's National Register of Historic Places (NRHP) is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect America's historic and archaeological resources. (NPS, 2022b)

To be considered eligible, a property must meet the National Register Criteria for Evaluation. This involves examining the property's age, integrity, and significance, as follows:

1. Age and Integrity. Is the property old enough to be considered historic (generally at least 50 years old) and does it still look much the way it did in the past?

2. Significance. Is the property associated with events, activities, or developments that were important in the past? With the lives of people who were important in the past? With significant architectural history, landscape history, or engineering achievements? Does it have the potential to yield information through archaeological investigation about our past? (NPS, 2022b)

Nominations can be submitted to a State Historic Preservation Office (SHPO) from property owners, historical societies, preservation organizations, governmental agencies, and other individuals or groups. The SHPO notifies affected property owners and local governments and solicits public comment. If the owner (or a majority of owners for a district nomination) objects, the property cannot be listed but may be forwarded to the NPS for a Determination of Eligibility (DOE). Listing in the NRHP provides formal recognition of the historical or archaeological significance of a property based on national standards used by every state. (NPS, 2022b)

Under Federal Law, the listing of a property in the National Register places no restrictions on what a non-federal owner may do with their property up to and including destruction, unless the property is involved in a project that receives Federal assistance, usually funding or licensing/permitting. National Register listing does not lead to public acquisition or require public access. (NPS, 2022b)

The Project site does not have any resources eligible for listing on the NRHP; thus, the Project would not be evaluated against NRHP significance criteria.

3. National Historic Landmarks Program

National Historic Landmarks (NHLs) are nationally significant historic places designated by the Secretary of the Interior because they possess exceptional value or quality in illustrating or interpreting the heritage of the United States. Today, over 2,600 historic places bear this national distinction. Working with citizens throughout the nation, the NHL Program draws upon the expertise of NPS staff who guide the nomination process for new Landmarks and provide assistance to existing Landmarks. (NPS, 2022c)

4. American Indian Religious Freedom Act

The American Indian Religious Freedom Act (AIRFA) requires each executive branch agency with statutory or administrative responsibility for the management of Federal lands, to the extent practicable, permitted by law, and not clearly inconsistent with essential agency functions, to accommodate access to and ceremonial use of Indian sacred sites by Indian religious practitioners and avoid adversely affecting the physical integrity of such sacred sites. Where appropriate, agencies are also required to maintain the confidentiality of sacred sites. Each executive branch agency with statutory or administrative responsibility for the management of Federal lands are required to implement procedures to ensure reasonable notice is provided of proposed actions or land management policies that may restrict future access to or ceremonial use of, or adversely affect the physical integrity of, sacred sites. (NOAA, n.d.)

5. Native American Graves Protection and Repatriation Act (NAGPRA)

The Native American Graves Protection and Repatriation Act (NAGPRA; Public Law 101-601; 25 U.S.C. 3001-3013) describes the rights of Native American lineal descendants, Indian tribes, and Native Hawaiian organizations with respect to the treatment, repatriation, and disposition of Native American human remains, funerary objects, sacred objects, and objects of cultural patrimony, referred to collectively in the statute as cultural items, with which they can show a relationship of lineal descent or cultural affiliation. (NPS, 2022d)

One major purpose of this statute is to require that federal agencies and museums receiving Federal funds inventory holdings of Native American human remains and funerary objects and provide written summaries of other cultural items. The agencies and museums must consult with Indian Tribes and Native Hawaiian organizations to attempt to reach agreements on the repatriation or other disposition of these remains and objects. Once lineal descent or cultural affiliation has been established, and in some cases the right of possession also has been demonstrated, lineal descendants, affiliated Indian Tribes, or affiliated Native Hawaiian organizations normally make the final determination about the disposition of cultural items. Disposition may take many forms from reburial to long term curation, according to the wishes of the lineal descendent(s) or culturally affiliated Tribe(s). (NPS, 2022d)

The second major purpose of the statute is to provide greater protection for Native American burial sites and more careful control over the removal of Native American human remains, funerary objects, sacred objects,

and items of cultural patrimony on Federal and tribal lands. NAGPRA requires that Indian tribes or Native Hawaiian organizations be consulted whenever archaeological investigations encounter, or are expected to encounter, Native American cultural items or when such items are unexpectedly discovered on Federal or tribal lands. Excavation or removal of any such items also must be done under procedures required by the Archaeological Resources Protection Act. This NAGPRA requirement is likely to encourage the in-situ preservation of archaeological sites, or at least the portions of them that contain burials or other kinds of cultural items. (NPS, 2022d)

Other provisions of NAGPRA: (1) stipulate that illegal trafficking in human remains and cultural items may result in criminal penalties; (2) authorizes the Secretary of the Interior to administer a grants program to assist museums and Indian Tribes in complying with certain requirements of the statute; (3) requires the Secretary of the Interior to establish a Review Committee to provide advice and assistance in carrying out key provisions of the statute; authorizes the Secretary of the Interior to penalize museums that fail to comply with the statute; and, (5) directs the Secretary to develop regulations in consultation with this Review Committee. (NPS, 2022d)

6. Federal Antiquities Act

The Antiquities Act is the first law to establish that archaeological sites on public lands are important public resources. It obligates federal agencies that manage the public lands to preserve for present and future generations the historic, scientific, commemorative, and cultural values of the archaeological and historic sites and structures on these lands. It also authorizes the President to protect landmarks, structures, and objects of historic or scientific interest by designating them as National Monuments. (NPS, 2022e)

B. State Regulations

1. California Administrative Code, Title 14, § 4308

§ 4308, *Archaeological Features*, of Title 14 of the California Administrative Code provides that: "No person shall remove, injure, disfigure, deface, or destroy any object of archaeological, or historical interest or value." (CCR, n.d.)

2. California Code of Regulations Title 14, § 1427

§ 4308, *Archaeological Features*, of Title 14 of the California Administrative Code provides that: "No person shall remove, injure, disfigure, deface, or destroy any object of archaeological, or historical interest or value." (NAHC, n.d.)

3. California Register of Historic Resources

The State Historical Resources Commission has designed this program for use by state and local agencies, private groups, and citizens to identify, evaluate, register, and protect California's historical resources. The Register is the authoritative guide to the state's significant historical and archaeological resources. The California Register program encourages public recognition and protection of resources of architectural, historical, archaeological, and cultural significance; identifies historical resources for state and local planning purposes; determines eligibility for state historic preservation grant funding; and affords certain protections under CEQA. (OHP, n.d.)

In order for a resource to be included on the Register of Historic Resources, the resources must meet one of the following criteria:

1. Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States (Criterion 1);
2. Associated with the lives of persons important to local, California or national history (Criterion 2);
3. Embodies the distinctive characteristics of a type, period, region, or method of construction or represents the work of a master or possesses high artistic values (Criterion 3); and/or
4. Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation (Criterion 4). (OHP, n.d.)

For resources included on the Register of Historic Resources, environmental review may be required under CEQA if property is threatened by a project. Additionally, local building inspectors must grant code alternatives provided under State Historical Building Code. Further, the local assessor may enter into contract with property owner for property tax reduction pursuant to the Mills Act. A property owner also may place his or her own plaque or marker at the site of the resource. (OHP, n.d.)

A resource cannot be listed over an owner's objections; however, consent of a property owner is not required. The State Historical Resources Commission (SHRC) can, however, formally determine a property eligible for the California Register if the resource owner objects. (OHP, n.d.)

4. Traditional Tribal Cultural Places Act (Senate Bill 18, "SB 18")

Senate Bill 18 (SB 18) (2004) Chapter 905 amended Government Code § 65352 and added new provision § 65352.3. Additionally, SB18 modified Government Code § 65092, amended Government Code§ 65560 and amended Civil Code 815.3. SB 18 requires local (city and county) governments to consult with California Native American tribes to aid in the protection of traditional tribal cultural places ("cultural places") through local land use planning. SB 18 also requires the Governor's Office of Planning and Research (OPR) to include in the General Plan Guidelines advice to local governments for how to conduct these consultations. (OPR, 2005)

The intent of SB 18 is to provide California Native American tribes an opportunity to participate in local land use decisions at an early planning stage, for the purpose of protecting, or mitigating impacts to, cultural places. The purpose of involving tribes at these early planning stages is to allow consideration of cultural places in the context of broad local land use policy, before individual site-specific, project-level land use decisions are made by a local government. (OPR, 2005)

SB 18 requires local governments to consult with tribes prior to making certain planning decisions and to provide notice to tribes at certain key points in the planning process. These consultation and notice requirements apply to adoption and amendment of both general plans (defined in Government Code § 65300 et seq.) and specific plans (defined in Government Code § 65450 et seq.). Although SB 18 does not specifically mention consultation or notice requirements for adoption or amendment of specific plans, existing state

planning law requires local governments to use the same processes for adoption and amendment of specific plans as for general plans (see Government Code § 65453). Therefore, where SB 18 requires consultation and/or notice for a general plan adoption or amendment, the requirement extends also to a specific plan adoption or amendment. (OPR, 2005)

5. Assembly Bill 52 (AB 52)

California Assembly Bill 52 (AB 52) (2014) Chapter 532 amended § 5097.94 of, and added §§ 21073, 21074, 21080.3.1, 21080.3.2, 21802.3, 21083.09, 21084.2 and 21084.3 to the California Public Resources Code, relating to Native Americans. AB 52 was approved on September 25, 2014. By including tribal cultural resources early in the CEQA process, the legislature intended to ensure that local and Tribal governments, public agencies, and project proponents would have information available, early in the project planning process, to identify and address potential adverse impacts to tribal cultural resources. By taking this proactive approach, the legislature also intended to reduce the potential for delay and conflicts in the environmental review process. (OPR, 2017)

The Public Resources Code now establishes that "[a] project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment." (Pub. Resources Code, § 21084.2.) To help determine whether a project may have such an effect, the Public Resources Code requires a lead agency to consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a proposed project. That consultation must take place prior to the determination of whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project. (Pub. Resources Code, § 21080.3.1.) (OPR, 2017)

If a lead agency determines that a project may cause a substantial adverse change to tribal cultural resources, the lead agency must consider measures to mitigate that impact. Public Resources Code § 20184.3 (b)(2) provides examples of mitigation measures that lead agencies may consider to avoid or minimize impacts to tribal cultural resources. These rules apply to projects that have a notice of preparation for an environmental impact report or negative declaration or mitigated negative declaration filed on or after July 1, 2015. (OPR, 2017)

§ 21074 of the Public Resources Code defines "tribal cultural resources." In brief, in order to be considered a "tribal cultural resource," a resource must be either:

(1) listed, or determined to be eligible for listing, on the national, state, or local register of historic resources, or

(2) a resource that the lead agency chooses, in its discretion, to treat as a tribal cultural resource. (OPR, 2017)

In the latter instance, the lead agency must determine that the resource meets the criteria for listing in the state register of historic resources. In applying those criteria, a lead agency must consider the value of the resource to the tribe. (OPR, 2017)

6. State Health and Safety Code

California Health and Safety Code (HSC) § 7050.5(b) requires that excavation and disturbance activities must cease "In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery…" until the coroner can determine regarding the circumstances, manner, and cause of any death. The coroner is then required to make recommendations concerning the treatment and disposition of the human remains. Further, this section of the code makes it a misdemeanor to intentionally disturb, mutilate or remove interred human remains. § 7051 specifies that the removal of human remains from "internment or a place of storage while awaiting internment" with the intent to sell them or to dissect them with "malice or wantonness" is a public offense punishable by imprisonment in a state prison. Lastly, HSC §§ 8010-8011 establish the California Native American Graves Protection and Repatriation Act consistent with the federal law addressing the same. The Act stresses that "all California Indian human remains and cultural items are to be treated with dignity and respect." It encourages voluntary disclosure and return of remains and cultural items by publicly funded agencies and museums in California. It also outlines the need for aiding California Indian tribes, including non-federally recognized tribes, in filing repatriation claims. (CA Legislative Info, n.d.)

7. California Code of Regulations § 15064.5

The California Code of Regulations, Title 14, Chapter 3, § 15064.5 (the State CEQA Guidelines) establishes the procedure for determining the significance of impacts to archaeological and historical resources, as well as classifying the type of resource. Cultural resources are aspects of the environment that require identification and assessment for potential significance. The evaluation of cultural resources under CEQA is based upon the definitions of resources provided in CEQA Guidelines § 15064.5, as follows: (OPR, 2022)

1. *A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Pub. Res. Code § 5024.1, Title 14 CCR, § 4850 et seq.).*
2. *A resource included in a local register of historical resources, as defined in section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements § 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.*
3. *Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code § 5024.1, Title 14 CCR, § 4852) including the following:*
    - *Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;*

- *Is associated with the lives of persons important in our past;*
- *Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or*
- *Has yielded, or may be likely to yield, information important in prehistory or history.*

4. *The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to § 5020.1(k) of the Public Resources Code), or identified in an historical resources survey (meeting the criteria in § 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code §§ 5020.1(j) or 5024.1.*

C. Local Regulations

1. City of Calimesa General Plan

The Resource Management Element of the Calimesa General Plan includes the following policies and Action Items related to the preservation of historical and cultural resources within the City. (City of Calimesa, 2014, p. 6-13)

- **Policy RM-16**: Identify, protect, and preserve the historical and cultural resources of the city. (MM)
  - Action Item RM-16.1: Increase public awareness of Calimesa's cultural heritage and resources through development of education programs.
  - Action Item RM-16.2: Require the preservation of identified cultural resources to the extent possible, through dedication, removal, transfer, reuse, or other means.
  - Action Item RM-16.3: Review all proposed development for the possibility of cultural/archaeological/paleontological sensitivity. When existing information indicates that a site proposed for development may contain paleontological resources, a report stating the extent and potential significance of the resources that may exist within the proposed development shall be prepared and include mitigation measures as appropriate.
  - Action Item RM-16.4: The City will work with the Native American community and others to adopt an appropriate process and procedure for the monitoring of excavation in cultural and paleontological sensitive areas and adopt a process for ensuring the appropriate curation of any cultural or paleontological resources discovered.

- **Policy RM-17**: Seek to protect significant historical sites or structures by offering programs and/or incentives to preserve, restore, or reuse the structures while maintaining their historical significance and integrity.
  - Action Item RM-17.1: Identify opportunities for adaptive reuse of historic sites and buildings.

4.5.3 Basis for Determining Significance

Section V of Appendix G to the CEQA Guidelines addresses typical adverse effects to cultural resources, and includes the following threshold questions to evaluate the Project's impacts on cultural resources:

a. *Cause a substantial adverse change in the significance of a historical resource in pursuant to § 15064.5;*

b. *Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5;*

c. *Disturb any human remains, including those interred outside of formal cemeteries.*

4.5.4 Impact Analysis

Threshold a: ***Would the Project cause a substantial adverse change in the significance of a historical resource in pursuant to § 15064.5?***

As previously indicated, one historic period cultural resource was identified within 0.5-mile of the Project site and two historic period cultural resources were identified within the boundaries of the Project site. These resources include a property containing the remains of three ancillary structures associated with a gas station and restaurant (P-33-014868) located off-site, a single-family residence (9950 Calimesa Boulevard) located on the site, and the remnants of the Suzy Q Ranch (Site 22-0076-02H) located on the site. Based on the discussion provided in Section 4.5.1.C, it was determined that none of the resources are eligible for listing in the CRHR or NRHP and are thus not considered significant historical resources as defined by CEQA. Therefore, implementation of the Project would not result in a substantial adverse change to the significance of a known historical resource. However, although unlikely, there is a remote potential that historical resources could be uncovered during grading activities associated with the Project. As such, there is a potential for the Project to result in a significant impact if significant historical resources meeting the definition of CEQA Guidelines § 15064.5 are unearthed and not properly treated. This is considered a potentially significant impact for which mitigation would be required. (PaleoWest, 2024, p. 40)

Threshold b: ***Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?***

A records search and pedestrian survey of the Project site and offsite improvement areas by PaleoWest identified one isolated prehistoric period resource (isolated granite pestle with one ground end and possible grinding wear on the other end) within 0.5-mile of the Project site.

Geological information indicates that the Project site and offsite improvement area are unlikely to contain significant buried archaeological resources. Although soils data indicate the presence of a small expanse of Quaternary alluvium in and near the Project site, the period in which much of this alluvium was deposited predates human habitation in the area. The remaining parts of the property are underlain by sediments that form from weathered granitic rocks. Deposition of these sediments excludes processes capable of preserving prehistoric remains so there is no potential for buried sites. As such, in the opinion of professional

archaeologists at PaleoWest, the Project site has low potential for buried prehistoric deposits. (PaleoWest, 2024, p. 40) However, in the opinions of Native American tribes that engaged in consultation with the City for the Project in accordance with CEQA, the tribes are of the opinion that the Project site has a high potential for buried prehistoric deposits and Native American human remains based on discoveries made in the vicinity of the Project site on the opposite side of the I-10 freeway.

It is possible, therefore, that previously undiscovered archaeological resources may be present beneath the site's subsurface, and may be impacted by ground-disturbing activities associated with Project construction. If cultural resources are unearthed during Project construction that meet the definition of a significant archaeological resource pursuant to CEQA Guidelines § 15064.5 and are disturbed/damaged by Project construction activities, impacts to those cultural resources would be significant.

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

The Project site does not contain a cemetery and no known formal cemeteries are within the immediate site vicinity. Field surveys conducted on the Project site did not identify the presence of any human remains and no human remains are known to exist beneath the surface of the Project site. Nevertheless, in the opinion of Native American tribes that engaged in consultation with the City for the Project in accordance with CEQA, there is a potential for Native American human remains to be unearthed during grading and excavation activities associated with Project construction.

If human remains are unearthed during Project construction, the construction contractor would be required by law to comply with California Health and Safety Code § 7050.5 "Disturbance of Human Remains." According to § 7050.5(b) and (c), if human remains are discovered, the County Coroner must be contacted and if the Coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, the Coroner is required to contact the Native American Heritage Commission (NAHC) by telephone within 24 hours. Pursuant to California Public Resources Code § 5097.98, whenever the NAHC receives notification of a discovery of Native American human remains from a county coroner, the NAHC is required to immediately notify those persons it believes to be most likely descended from the deceased Native American. The descendants may, with the permission of the owner of the land, or his or her authorized representative, inspect the site of the discovery of the Native American human remains and may recommend to the owner or the person responsible for the excavation work means for treatment or disposition, with appropriate dignity, of the human remains and any associated grave goods. The descendants shall complete their inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. According to Public Resources Code § 5097.94(k), the NAHC is authorized to mediate disputes arising between landowners and known descendants relating to the treatment and disposition of Native American human burials, skeletal remains, and items associated with Native American burials.
With mandatory compliance with California Health and Safety Code § 7050.5 and Public Resources Code § 5097.98, any potential impacts to human remains, including human remains of Native American ancestry, that may result from development of the Project would be reduced to less-than-significant levels.

4.5.5 Cumulative Impact Analysis

This cumulative impact analysis considers development of the proposed Project in conjunction with other development projects and planned development in the vicinity of the Project site, nearby portions of unincorporated Riverside County, and nearby portions of the cities of Calimesa, Yucaipa, and Beaumont.

As noted above, no historical resources were identified on or off-site that meet the CEQA or CRHR definitions of significant historical resources. However, although unlikely, there is a remote potential that historical resources could be uncovered during grading activities associated with the Project. As other cumulative developments within the region also have the potential to result in impacts to surface and subsurface historical resources, the potential impacts of the Project to historical resources would be cumulative considerable.

Implementation of the Project would not impact any known cultural resources, but there is a potential for discovery of significant cultural resources beneath the surface of the site during ground-disturbing Project construction activities. that meet the CEQA Guidelines § 15064.5 definition of a significant archaeological resource. Because other cumulative development projects and construction projects within the region also have the potential to result in significant impacts to cultural resources, the potential impacts of the Project to significant archaeological resources, if such resources are discovered during Project construction activities, would be cumulative considerable.

Mandatory compliance with the provisions of California Health and Safety Code § 7050.5 as well as Public Resources Code § 5097 et seq., would assure that any human remains that may be uncovered during Project-related development activities are appropriately treated in accordance with prescribed, respectful and appropriate practices. As other cumulative developments with the potential for discovery of human remains similarly would also be subject to compliance with California Health and Safety Code § 7050.5 and Public Resources Code § 5097 et seq., the Project's potential impacts to human remains are determined to be less than significant on a cumulatively-considerable basis. Mandatory compliance with these regulations ensure that any discovered human remains are properly identified and treated to preclude significant effects under CEQA.

4.5.6 Significance of Impacts Before Mitigation

Threshold a: Significant Direct and Cumulatively Considerable Impact. The remains of a gas station and restaurant located within 0.5-mile of the Project site (P-33-014868) and a single-family residence (9950 Calimesa Boulevard) and the remnants of the Suzy Q Ranch (Site 22-0076-02H) located on the Project site are not eligible for listing in the CRHR and are not historical resources as defined by CEQA. As such, impacts to these resources by the Project would be less than significant. Although unlikely, there is a remote potential that historical resources could be uncovered during ground-disturbing activities associated with the Project's construction. If significant historical resources meeting the definition given in CEQA Guidelines § 15064.5 are unearthed and not properly treated, impacts would be significant for which mitigation would be required.

Threshold b: Significant Direct and Cumulatively Considerable Impact. The Project would not impact any known archaeological sites and would not cause a substantial adverse change in the significance of any known archaeological resources pursuant to California Code of Regulation, § 15064.5. However, there is a potential that significant archaeological resources could be uncovered during ground-disturbing activities associated

with the Project's construction. If significant archaeological resources are encountered and not properly identified and treated, the Project would have a significant direct and cumulatively considerable impact for which mitigation would be required.

Threshold c: Less-than-Significant Impact. The Project site does not contain a cemetery and no known cemeteries are located within the immediate site vicinity. In the event human remains are unearthed during construction activities, the Project Applicant and its contractors would be required to comply with the applicable provisions of California Health and Safety Code § 7050.5 and California Public Resources Code § 5097 et. seq. Mandatory compliance with State law would ensure that human remains, if encountered, are appropriately treated and would preclude the potential for significant impacts to human remains.

4.5.7 Regulatory Requirements and Project Features

The following are applicable regulatory requirements and proposed Project design features that reduce impacts to cultural resources. These items do not meet CEQA's definition for mitigation because mitigation measures are not to be duplicative of mandatory requirements or repetitive of features the Project Applicant is proposing as part of the Project and is obligated to implement through the Project's entitlement permits and approvals. Applicable regulatory requirements (RRs) and Project features (PFs) are listed below for informational purposes.

RR 4.5-1 Unless otherwise required by law, the site of any reburial of Native American human remains or associated grave goods shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, pursuant to the specific exemption set forth in California Government Code § 6254 (r), parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code 6254 (r).

RR 4.5-2 If human remains are encountered during ground-disturbing construction activities, compliance with California Health and Safety Code § 7050.5 and Public Resources Code § 5097 et. seq. shall be required. State Health and Safety Code § 7050.5 states that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resource Code § 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "most likely descendant." The most likely descendant shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code § 5097.98. Evidence of compliance with this mitigation measure, if human remains are found, shall be provided to the City Planning Department upon the completion of a treatment plan and final report detailing the significance and treatment finding.

4.5.8 Mitigation Measures

MM 4.5-1 Prior to the issuance of a grading permit, at least one archaeologist with at least 3 years of regional experience in archaeology and that meets Secretary of the Interior standards shall conduct subsurface archaeological presence/absence testing for potential prehistoric and historical archaeological resources and sites containing Native American human remains. An Archaeological Testing Plan shall be created by the archaeologist and submitted to the consulting Tribes and the Lead Agency for review at least 10 business days prior to implementation to provide time to review/modify the Plan if needed. The Plan shall outline the protocol of presence/absence testing and contain a Treatment Plan detailing that 1) no collection of artifacts or excavation of features shall occur during testing, and 2) all discovered resources shall be properly recorded and reburied in situ. If the results of testing, as approved by the consulting Tribes, are positive, then the consulting Tribes and the Lead Agency shall, in good faith, consult concerning appropriate treatment of the finding(s). If the results of testing, as approved by the consulting Tribes, are negative, then that will conclude consultation unless any discoveries are made during Project implementation. Any and all discoveries made during Project implementation shall be subject to the Treatment Plan outlined within the Testing Plan. In addition, representatives from the consulting Tribes, Yuhaaviatam of San Manuel Nation Cultural Resources Management Department (YSMN, also known as San Manuel Band of Mission Indians), Agua Caliente Band of Cahuilla Indians Tribal Historic Preservation Office (ACBCI THPO), and Morongo Band of Mission Indians, shall be invited to be attend and assist in facilitating all archaeological activities, at the discretion of the consulting Tribes.

MM 4.5-2 An archaeological monitor with at least 3 years of regional experience in archaeology and meeting Secretary of the Interior standards shall be present for all Project-related ground-disturbing activities that occur within native soils in the proposed Project area (which includes structure demolition, clearing, grubbing, tree removals and plantings, mass or rough grading, trenching, wall footings, fence and sign post placement and removal, excavation for all utility and drainage and irrigation lines, and any other activity involving disturbance of native soil which could include all forms of landscaping and stockpiling and crushing of materials). A sufficient number of archaeological monitors shall be present each work day to ensure that simultaneously occurring ground disturbing activities receive thorough levels of monitoring coverage for historical and archaeological resources. A Monitoring and Treatment Plan that is reflective of the Project mitigation ("Cultural Resources" and "Tribal Cultural Resources") shall be completed by the archaeologist and submitted to the Lead Agency for dissemination to the consulting Tribes. All parties shall review and agree to the plan in a reasonable time period as determined by the Lead Agency prior to permitting for the Project. Any non-responsive party shall be assumed to have agreed to the plan without comment. Any and all findings of discovered resources will be subject to the protocol detailed within the Monitoring and Treatment Plan. Refer to Mitigation Measures MM 4.18-2 for additional details.

MM 4.5-3 Avoidance is the preferred treatment for known prehistoric and historical archaeological sites and sites containing Native American human remains. Where feasible, Project plans should be developed to avoid known archaeological resources and sites containing human remains. Where avoidance of construction impacts is possible, capping of these resources with sterile sediments and avoidance planting (e.g., planting of prickly pear cactus) should be employed to ensure that indirect impacts from increased public availability to these sites are avoided. Where avoidance is selected, archaeological resource sites and sites containing Native American human remains should be placed within permanent conservation easements or dedicated open space areas. Refer to Mitigation Measure MM 4.18-2(iv) for additional details.

4.5.9 Significance of Impacts After Mitigation

Threshold a: Less-than-Significant Impact with Mitigation Incorporated. Implementation of Mitigation Measure MM 4.5-2 would ensure that any historical sites or resources identified on site or within the Project's off-site improvement areas during ground-disturbing construction activities are appropriately treated as directed by a qualified archaeologist and identified in a Monitoring and Treatment Plan. Implementation of the required mitigation would reduce the Project's potential impacts to subsurface historical sites or resources to below a level of significance.

Threshold b: Less-than-Significant Impact with Mitigation Incorporated. Implementation of Mitigation Measures MM 4.5-1 through MM 4.5-3 would ensure that any significant archaeological sites or resources identified on site or within the Project's off-site improvement areas during ground-disturbing construction activities are appropriately identified and treated. Implementation of the required mitigation would reduce the Project's potential impacts to subsurface archaeological sites or resources to below a level of significance.

4.6 ENERGY

This Subsection 4.6 focuses on the Project's potential impacts due to the inefficient or wasteful use of energy resources. The analysis in this subsection is based on a technical study prepared by Urban Crossroads, Inc. (Urban Crossroads), entitled, "Oak Valley North Specific Plan Energy Analysis" (herein, "EA"), dated December 18, 2023, and included as *Technical Appendix G* to this EIR (Urban Crossroads, 2023c). Refer to Section 7.0, *References*, for a complete list of these and other reference sources.

4.6.1 EXISTING CONDITIONS

A. Overview

The most recent data for California's estimated total energy consumption and natural gas consumption is from 2021, released by the United States (U.S.) Energy Information Administration's (EIA) California State Profile and Energy Estimates in 2021 and included (Urban Crossroads, 2023c, p. 20):

- As of 2021, approximately 7,359 trillion British Thermal Unit (BTU) of energy was consumed
- As of 2021, approximately 605 million barrels of petroleum
- As of 2021, approximately 2,101 billion cubic feet of natural gas
- As of 2021, approximately 1 million short tons of coal

According to the EIA, in 2022 the U.S. petroleum consumption comprised about 90% of all transportation energy use, excluding fuel consumed for aviation and most marine vessels. In 2022, about 251,923 million gallons (or about 5.99 million barrels) of finished petroleum products were consumed in the U.S., an average of about 690 million gallons per day (or about 16.4 million barrels per day). In 2021, California consumed approximately 12,157 million gallons in motor gasoline (33.31 million per day) and approximately 3,541 million gallons of diesel fuel (9.7 million per day). (Urban Crossroads, 2023c, p. 20)

The most recent data provided by the EIA for energy use in California is reported from 2021 and provided by demand sectors as follows (Urban Crossroads, 2023c, p. 20):

- Approximately 37.8% transportation sector
- Approximately 23.2% industrial sector
- Approximately 20.0% residential sector
- Approximately 19.0% commercial sector

According to the EIA, California used approximately 247,250 gigawatt hours of electricity in 2021. By sector in 2021, residential uses utilized 36.5% of the state's electricity, followed by 43.9% for commercial uses, 19.2% for industrial uses, and 0.3% for transportation. Electricity usage in California for differing land uses varies substantially by the type of uses in a building, type of construction materials used in a building, and the efficiency of all electricity-consuming devices within a building. (Urban Crossroads, 2023c, p. 20)

According to the EIA, California used approximately 200,871 million therms of natural gas in 2021. In 2021 (the most recent year for which data is available), by sector, industrial uses utilized 33% of the state's natural

gas, followed by 30% used as fuel in the electric power sector, 21% from residential, 11% from commercial, 1% from transportation uses and the remaining 3% was utilized for the operations, processing and production of natural gas itself. While the supply of natural gas in the United States and production in the lower 48 states has increased greatly since 2008, California produces little, and imports 90% of its supply of natural gas. (Urban Crossroads, 2023c, p. 20)

In 2022, total system electric generation for California was 287,220 gigawatt hours (GWh). California's massive electricity in-state generation system generated approximately 203,257 GWh which accounted for approximately 71% of the electricity it uses; the rest was imported from the Pacific Northwest (12%) and the U.S. Southwest (17%). Natural gas is the main source for electricity generation at 47.46% of the total in-state electric generation system power as shown in Table 4.6-1, *Total Electricity System Power (California 2021)*. (Urban Crossroads, 2023c, p. 21)

Table 4.6-1 Total Electricity System Power (California 2021)

Fuel Type	California In-State Generation (GWh)	% of California In-State Generation	Northwest Imports (GWh)	Southwest Imports (GWh)	Total Imports (GWh)	Total California Energy Mix (GWh)	Total California Power Mix
Coal	273	0.13%	181	5,716	5,897	6,170	2.15%
Natural Gas	96,457	47.46%	44	7,994	8,038	104,495	36.38%
Oil	65	0.03%	-	-	-	65	0.2%
Other (Waste Heat/Petroleum Coke)	315	0.15%	-	-	-	315	0.11%
Unspecified	-	0.0%	12,485	7,943	20,428	20,428	7.11%
Total Thermal and Unspecified	**97,110**	**47.78%**	**12,710**	**21,653**	**34,363**	**121,473**	**45.77%**
Nuclear	17,627	8.67%	397	8,342	8,739	26,366	9.18%
Large Hydro	14,607	7.19%	10,803	1,118	11,921	26,528	9.24%
Biomass	5,366	2.64%	771	25	797	6,162	2.15%
Geothermal	11,110	5.47%	253	2,048	2,301	13,412	4.67%
Small Hydro	3,005	1.48%	211	13	225	3,230	1.12%
Solar	40,494	19.92%	231	8,225	8,456	48,950	17.04%
Wind	13,938	6.86%	8,804	8,357	17,161	31,099	10.83%
Total Non-GHG and Renewables	**106,147**	**52.22%**	**21,471**	**28,129**	**49,599**	**155,747**	**54.23%**
SYSTEM TOTALS	***203,257***	***100.0%***	***34,180***	***49,782***	***83,962***	***287,220***	***100.0%***

Source: CECs 2022 Total System Electric Generation
(Urban Crossroads, 2023c, Table 2-1)

An updated summary of, and context for energy consumption and energy demands within the State is presented in "U.S. Energy Information Administration, California State Profile and Energy Estimates, Quick Facts" excerpted below (Urban Crossroads, 2023c, p. 21):

- In 2022, California was the seventh-largest producer of crude oil among the 50 states, and, as of January 2022, the state ranked third in crude oil refining capacity.
- California is the largest consumer of jet fuel and second-largest consumer of motor gasoline among the 50 states.
- In 2020, California was the second-largest total energy consumer among the states, but its per capita energy consumption was less than in all but three other states.
- In 2022, renewable resources, including hydroelectric power and small-scale, customer-sited solar power, accounted for 49% of California's in-state electricity generation. Natural gas fueled another 42%. Nuclear power supplied almost all the rest.
- In 2022, California was the fourth-largest electricity producer in the nation. The state was also the nation's third-largest electricity consumer, and additional needed electricity supplies came from out-of-state generators.

As indicated below, California is one of the nation's leading energy-producing states, and California's per capita energy use is among the nation's most efficient. The remainder of this discussion will focus on the three sources of energy that are most relevant to land use development project, namely: electricity, natural gas, and transportation fuel for vehicle trips. (Urban Crossroads, 2023c, p. 21)

B. Electricity

The usage associated with electricity use was calculated using CalEEMod Version 2022.1. The Southern California region's electricity reliability has been of concern for the past several years due to the planned retirement of aging facilities that depend upon once-through cooling technologies, as well as the June 2013 retirement of the San Onofre Nuclear Generating Station (San Onofre). While the once-through cooling phase-out has been ongoing since the May 2010 adoption of the State Water Resources Control Board's once-through cooling policy, the retirement of San Onofre complicated the situation. California Independent Service Operator (ISO) studies revealed the extent to which the Mojave Desert Air Basin (MDAB) and the San Diego Air Basin (SDAB) region were vulnerable to low-voltage and post-transient voltage instability concerns. A preliminary plan to address these issues was detailed in the 2013 Integrative Energy Policy Report (IEPR) after a collaborative process with other energy agencies, utilities, and air districts. Similarly, the subsequent 2022 IEPR's provides information and policy recommendations on advancing a clean, reliable, and affordable energy system. (Urban Crossroads, 2023c, p. 23)

California's electricity industry is an organization of traditional utilities, private generating companies, and state agencies, each with a variety of roles and responsibilities to ensure that electrical power is provided to consumers. The California ISO is a nonprofit public benefit corporation and is the impartial operator of the State's wholesale power grid and is charged with maintaining grid reliability, and to direct uninterrupted electrical energy supplies to California's homes and communities. While utilities still own transmission assets, the ISO routes electrical power along these assets, maximizing the use of the transmission system and its power generation resources. The ISO matches buyers and sellers of electricity to ensure that enough power is available to meet demand. To these ends, every five minutes the ISO forecasts electrical demands, accounts for operating

reserves, and assigns the lowest cost power plant unit to meet demands while ensuring adequate system transmission capacities and capabilities. (Urban Crossroads, 2023c, p. 23)

Part of the ISO's charge is to plan and coordinate grid enhancements to ensure that electrical power is provided to California consumers. To this end, utilities file annual transmission expansion/modification plans to accommodate the State's growing electrical needs. The ISO reviews and either approves or denies the proposed additions. In addition, and perhaps most importantly, the ISO works with other areas in the western United States electrical grid to ensure that adequate power supplies are available to the State. In this manner, continuing reliable and affordable electrical power is assured to existing and new consumers throughout the State. (Urban Crossroads, 2023c, p. 23)

Electricity is currently provided to the Project site by Southern California Edison (SCE). SCE provides electric power to more than 15 million persons in 15 counties and in 180 incorporated cities, within a service area encompassing approximately 50,000 square miles. Based on SCE's 2022 Power Content Label Mix, SCE derives electricity from varied energy resources including: fossil fuels, hydroelectric generators, nuclear power plants, geothermal power plants, solar power generation, and wind farms. SCE also purchases from independent power producers and utilities, including out-of-state suppliers. (Urban Crossroads, 2023c, p. 23)

Table 4.6-2, *SCE 2022 Power Content Mix*, shows SCE's specific proportional shares of electricity sources in 2022. As indicated in Table 4.6-2, the 2022 SCE Power Mix has renewable energy at 33.2% of the overall energy resources. Geothermal resources are at 5.7%, wind power is at 9.8%, large hydroelectric sources are at 3.4%, solar energy is at 17.0%, and coal is at 0%. (Urban Crossroads, 2023c, pp. 23-24)

C. *Natural Gas*

The following summary of natural gas customers and volumes, supplies, delivery of supplies, storage, service options, and operations is excerpted from information provided by the California Public Utilities Commission (CPUC) (Urban Crossroads, 2023c, pp. 24-27).

> *"The CPUC regulates natural gas utility service for approximately 10.8 million customers that receive natural gas from Pacific Gas and Electric (PG&E), Southern California Gas (SoCalGas), San Diego Gas & Electric (SDG&E), Southwest Gas, and several smaller natural gas utilities. The CPUC also regulates independent storage operators: Lodi Gas Storage, Wild Goose Storage, Central Valley Storage and Gill Ranch Storage.*
>
> *California's natural gas utilities provide service to over 11 million gas meters. SoCalGas and PG&E provide service to about 5.9 million and 4.3 million customers, respectively, while SDG&E provides service to over 800, 000 customers. In 2018, California gas utilities forecasted that they would deliver about 4740 million cubic feet per day (MMcfd) of gas to their customers, on average, under normal weather conditions.*

Table 4.6-2 SCE 2022 Power Content Mix

Energy Resources	2022 SCE Power Mix
Eligible Renewable	**33.2%**
Biomass & Waste	0.1%
Geothermal	5.7%
Eligible Hydroelectric	0.5%
Solar	17.0%
Wind	9.8%
Coal	**0.0%**
Large Hydroelectric	**3.4%**
Natural Gas	**24.7%**
Nuclear	**8.3%**
Other	**0.1%**
Unspecified Sources of power*	30.3%
Total	**100%**

* "Unspecified sources of power" means electricity from transactions that are not traceable to specific generation sources

(Urban Crossroads, 2023c, Table 2-2)

The overwhelming majority of natural gas utility customers in California are residential and small commercials customers, referred to as "core" customers. Larger volume gas customers, like electric generators and industrial customers, are called "noncore" customers. Although very small in number relative to core customers, noncore customers consume about 65% of the natural gas delivered by the state's natural gas utilities, while core customers consume about 35%.

A significant amount of gas (about 19%, or 1131 MMcfd, of the total forecasted California consumption in 2018) is also directly delivered to some California large volume consumers, without being transported over the regulated utility pipeline system. Those customers, referred to as "bypass" customers, take service directly from interstate pipelines or directly from California producers.

SDG&E and Southwest Gas' southern division are wholesale customers of SoCalGas, i.e., they receive deliveries of gas from SoCalGas and in turn deliver that gas to their own customers. (Southwest Gas also provides natural gas distribution service in the Lake Tahoe area.) Similarly, West Coast Gas, a small gas utility, is a wholesale customer of PG&E. Some other wholesale customers are municipalities like the cities of Palo Alto, Long Beach, and Vernon, which are not regulated by the CPUC.

Natural gas from out-of-state production basins is delivered into California via the interstate natural gas pipeline system. The major interstate pipelines are Gas Transmission Northwest Pipeline, Kern River Pipeline, Transwestern Pipeline, El Paso Pipeline, Ruby Pipeline, Mojave Pipeline, and

Tuscarora. Another pipeline, the North Baja - Baja Norte Pipeline takes gas off the El Paso Pipeline at the California/Arizona border and delivers that gas through California into Mexico. While the Federal Energy Regulatory Commission (FERC) regulates the transportation of natural gas on the interstate pipelines, and authorizes rates for that service, the CPUC may participate in FERC regulatory proceedings to represent the interests of California natural gas consumers.

The gas transported to California gas utilities via the interstate pipelines, as well as some of the California-produced gas, is delivered into the PG&E and SoCalGas intrastate natural gas transmission pipelines systems (commonly referred to as California's "backbone" pipeline system). Natural gas on the utilities' backbone pipeline systems is then delivered to the local transmission and distribution pipeline systems, or to natural gas storage fields. Some large volume noncore customers take natural gas delivery directly off the high-pressure backbone and local transmission pipeline systems, while core customers and other noncore customers take delivery off the utilities' distribution pipeline systems. The state's natural gas utilities operate over 100,000 miles of transmission and distribution pipelines, and thousands more miles of service lines.

Bypass customers take most of their deliveries directly off the Kern/Mojave pipeline system, but they also take a significant amount of gas from California production.

PG&E and SoCalGas own and operate several natural gas storage fields that are located within their service territories in northern and southern California, respectively. These storage fields, and four independently owned storage utilities - Lodi Gas Storage, Wild Goose Storage, Central Valley Storage, and Gill Ranch Storage - help meet peak seasonal and daily natural gas demand and allow California natural gas customers to secure natural gas supplies more efficiently. PG&E is a 25% owner of the Gill Ranch Storage field. These storage fields provide a significant amount of infrastructure capacity to help meet California's natural gas requirements, and without these storage fields, California would need much more pipeline capacity in order to meet peak gas requirements.

Prior to the late 1980s, California regulated utilities provided virtually all natural gas services to all their customers. Since then, the Commission has gradually restructured the California gas industry in order to give customers more options while assuring regulatory protections for those customers that wish to, or are required to, continue receiving utility-provided services.

The option to purchase natural gas from independent suppliers is one of the results of this restructuring process. Although the regulated utilities procure natural gas supplies for most core customers, core customers have the option to purchase natural gas from independent natural gas marketers, called "core transport agents" (CTA). Contact information for core transport agents can be found on the utilities' web sites. Noncore customers, on the other hand, make natural gas supply arrangements directly with producers or with marketers.

Another option resulting from the restructuring process occurred in 1993, when the Commission removed the utilities' storage service responsibility for noncore customers, along with the cost of this service from noncore customers' transportation rates. The Commission also encouraged the

development of independent storage fields, and in subsequent years, all the independent storage fields in California were established. Noncore customers and marketers may now take storage service from the utility or from an independent storage provider (if available), and pay for that service, or may opt to take no storage service at all. For core customers, the Commission assures that the utility has adequate storage capacity set aside to meet core requirements, and core customers pay for that service. In a 1997 decision, the Commission adopted PG&E's "Gas Accord", which unbundled PG&E's backbone transmission costs from noncore transportation rates. This decision gave customers and marketers the opportunity to obtain pipeline capacity rights on PG&E's backbone transmission pipeline system, if desired, and pay for that service at rates authorized by the Commission. The Gas Accord also required PG&E to set aside a certain amount of backbone transmission capacity in order to deliver gas to its core customers. Subsequent Commission decisions modified and extended the initial terms of the Gas Accord. The "Gas Accord" framework is still in place today for PG&E's backbone and storage rates and services and is now simply referred to as PG&E Gas Transmission and Storage (GT&S).

In a 2006 decision, the Commission adopted a similar gas transmission framework for Southern California, called the "firm access rights" system. SoCalGas and SDG&E implemented the firm access rights (FAR) system in 2008, and it is now referred to as the backbone transmission system (BTS) framework. As under the PG&E backbone transmission system, SoCalGas backbone transmission costs are unbundled from noncore transportation rates. Noncore customers and marketers may obtain, and pay for, firm backbone transmission capacity at various receipt points on the SoCalGas system. A certain amount of backbone transmission capacity is obtained for core customers to assure meeting their requirements.

Many if not most noncore customers now use a marketer to provide for several of the services formerly provided by the utility. That is, a noncore customer may simply arrange for a marketer to procure its supplies, and obtain any needed storage and backbone transmission capacity, in order to assure that it will receive its needed deliveries of natural gas supplies. Core customers still mainly rely on the utilities for procurement service, but they have the option to take procurement service from a CTA. Backbone transmission and storage capacity is either set aside or obtained for core customers in amounts to assure very high levels of service.

In order properly operate their natural gas transmission pipeline and storage systems, PG&E and SoCalGas must balance the amount of gas received into the pipeline system and delivered to customers or to storage fields. Some of these utilities' storage capacity is dedicated to this service, and under most circumstances, customers do not need to precisely match their deliveries with their consumption. However, when too much or too little gas is expected to be delivered into the utilities' systems, relative to the amount being consumed, the utilities require customers to more precisely match up their deliveries with their consumption. And, if customers do not meet certain delivery requirements, they could face financial penalties. The utilities do not profit from these financial penalties - the amounts are then returned to customers as a whole. If the utilities find that they are unable to deliver all the gas that is expected to be consumed, they may even call for a curtailment of some gas deliveries. These

curtailments are typically required for just the largest, noncore customers. It has been many years since there has been a significant curtailment of core customers in California."

As indicated in the preceding discussions, natural gas is available from a variety of in-State and out-of-state sources and is provided throughout the State in response to market supply and demand. Complementing available natural gas resources, biogas may soon be available via existing delivery systems, thereby increasing the availability and reliability of resources in total. The CPUC oversees utility purchases and transmission of natural gas to ensure reliable and affordable natural gas deliveries to existing and new consumers throughout the State. (Urban Crossroads, 2023c, p. 27)

D. Transportation Energy Resources

The Project would generate additional vehicle trips with resulting consumption of energy resources, predominantly gasoline and diesel fuel. The Department of Motor Vehicles (DMV) identified 36.2 million registered vehicles in California, and those vehicles consume an estimated 17.2 billion gallons of fuel each year. Gasoline (and other vehicle fuels) are commercially provided commodities and would be available to the Project patrons and employees via commercial outlets. (Urban Crossroads, 2023c, pp. 27-28)

California's on-road transportation system includes 396,616 lane miles, more than 26.6 million passenger vehicles and light trucks, and almost 9.0 million medium- and heavy-duty vehicles. While gasoline consumption has been declining since 2008 it is still by far the dominant fuel. California is the second-largest consumer of petroleum products, after Texas, and accounts for 8% of the nation's total consumption. The State is the largest U.S. consumer of motor gasoline and jet fuel, and 83% of the petroleum consumed in California is used in the transportation sector. (Urban Crossroads, 2023c, p. 28)

California accounts for less than 1% of total U.S. natural gas reserves and production. As with crude oil, California's natural gas production has experienced a gradual decline since 1985. In 2021, about 33% of the natural gas delivered to consumers went to the State's industrial sector, and about 31% was delivered to the electric power sector. Natural gas fueled more than two-fifths of the State's utility-scale electricity generation in 2021. The residential sector, where three-fifths of California households use natural gas for home heating, accounted for 22% of natural gas deliveries. The commercial sector received 12% of the deliveries to end users and the transportation sector consumed the remaining 1%. (Urban Crossroads, 2023c, p. 28)

4.6.2 Applicable Regulatory Requirements

The following is a brief description of the federal, State, and local environmental laws and related regulations related to energy use and conservation.

A. Federal Regulations

1. Intermodal Surface Transportation Efficiency Act (ISTEA)

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) promoted the development of inter-modal transportation systems to maximize mobility as well as address national and local interests in air quality and energy. ISTEA contained factors that Metropolitan Planning Organizations (MPOs) were to address in

developing transportation plans and programs, including some energy-related factors. To meet the new ISTEA requirements, MPOs adopted explicit policies defining the social, economic, energy, and environmental values guiding transportation decisions. The applicable MPO for the City of Calimesa is the Southern California Association of Governments (SCAG). SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) is the applicable planning document for the area. (FHWA, n.d.)

B. State Regulations

1. Integrated Energy Policy Report

Senate Bill 1389 (Bowen, Chapter 568, Statutes of 2002) requires the California Energy Commission (CEC) to prepare a biennial integrated energy policy report that assesses major energy trends and issues facing California's electricity, natural gas, and transportation fuel sectors and provides policy recommendations to conserve resources; protect the environment; ensure reliable, secure, and diverse energy supplies; enhance the State's economy; and protect public health and safety (Public Resources Code § 25301a). The CEC prepares these assessments and associated policy recommendations every two years, with updates on alternate years, as part of the Integrated Energy Policy Report (IEPR). (CEC, n.d.)

The 2021 IEPR was adopted February 2022, and continues to work towards improving electricity, natural gas, and transportation fuel energy use in California. The 2021 IEPR provides the results of the CEC's assessments of a variety of energy issues facing California. Many of these issues will require action if the state is to meet its climate, energy, air quality, and other environmental goals while maintaining reliability and controlling costs. Additionally, the 2021 IEPR provides the results of the CEC's assessments of a variety of energy issues facing California. Many of these issues will require action if the state is to meet its climate, energy, air quality, and other environmental goals while maintaining reliability and controlling costs. (CEC, n.d.)

2. California Code Title 24, Part 6, Energy Efficiency Standards

California Code Title 24, Part 6 (also referred to as the California Energy Code) was promulgated by the CEC in 1978 in response to a legislative mandate to create uniform building codes to reduce California's energy consumption. To these ends, the California Energy Code provides energy efficiency standards for residential and nonresidential buildings. California's building efficiency standards are updated on an approximately three-year cycle. The 2019 Standards for building construction, which went into effect on January 1, 2020, improved upon the former 2016 Standards for residential and nonresidential buildings. The CEC anticipates that single-family homes built with the 2019 standards will use approximately 7% less energy compared to the residential homes built under the 2016 standards. Additionally, after implementation of solar PV systems, homes built under the 2019 standards will use about 53% less energy than homes built under the 2016 standards. Nonresidential buildings will use approximately 30% less energy due to lighting upgrades compared to the prior code. The 2022 version of Title 24 was adopted by the CEC and will be effective on January 1, 2023. The 2022 Title 24 standards require solar photovoltaic systems for new homes, establish requirements for newly constructed healthcare facilities, encourage demand responsive technologies for residential buildings, and update indoor and outdoor lighting standards for nonresidential buildings. (CEC, n.d.)

3. California Renewable Portfolio Standards (RPS)

The California Energy Commission (CEC) implements and administers portions of California's Renewables Portfolio Standard (RPS). Under the existing RPS, 25% of retail sales are required to be from renewable sources by December 31, 2016, 33% by December 31, 2020, 40% by December 31, 2024, 45% by December 31, 2027, and 50% by December 31, 2030. SB 100 raises California's RPS requirement to 50% renewable resources target by December 31, 2026, and to achieve a 60% target by December 31, 2030. SB 100 also requires that retail sellers and local publicly owned electric utilities procure a minimum quantity of electricity products from eligible renewable energy resources so that the total kilowatt hours (kWh) of those products sold to their retail end-use customers achieve 44% of retail sales by December 31, 2024, 52% by December 31, 2027, and 60% by December 31, 2030. In addition to targets under AB 32 and SB 32, Executive Order B-55-18 establishes a carbon neutrality goal for the state of California by 2045; and sets a goal to maintain net negative emissions thereafter. The Executive Order directs the California Natural Resources Agency (CNRA), California Environmental Protection Agency (CalEPA), the Department of Food and Agriculture (CDFA), and California Air Resources Board (CARB) to include sequestration targets in the Natural and Working Lands Climate Change Implementation Plan consistent with the carbon neutrality goal. (CEC, n.d.)

4. Pavley Fuel Efficiency Standards (AB 1493)

In California, AB 1493 establishes fuel efficiency ratings for model year 2009-2016 passenger cars and light trucks. (CARB, n.d.)

5. Senate Bill 350 (SB 350) – Clean Energy and Pollution Reduction Act of 2015

In October 2015, the legislature approved, and the Governor signed, SB 350, which reaffirms California's commitment to reducing its GHG emissions and addressing climate change. Key provisions include an increase in the renewables portfolio standard (RPS), higher energy efficiency requirements for buildings, initial strategies towards a regional electricity grid, and improved infrastructure for electric vehicle charging stations. Specifically, SB 350 requires the following to reduce statewide GHG emissions: (CA Legislative Info, n.d.)

- Increase the amount of electricity procured from renewable energy sources from 33 percent to 50 percent by 2030, with interim targets of 40 percent by 2024, and 25 percent by 2027.
- Double the energy efficiency in existing buildings by 2030. This target will be achieved through the California Public Utility Commission (CPUC), the CEC, and local publicly owned utilities.
- Reorganize the Independent System Operator (ISO) to develop more regional electrify transmission markets and to improve accessibility in these markets, which will facilitate the growth of renewable energy markets in the western United States.

6. Advanced Clean Cars Program

In 2012, the California Air Resources Board (CARB) adopted a set of regulations to control emissions from passenger vehicle model years 2017 through 2025, collectively called Advanced Clean Cars. Advanced Clean Cars, developed in coordination with the United States Environmental Protection Agency (EPA) and National Highway Traffic Safety Administration (NHTSA), combined the control of smog-causing (criteria) pollutants and greenhouse gas (GHG) emissions into a single coordinated package of regulations: the Low-Emission

Vehicle III Regulation for criteria (LEV III Criteria) and GHG (LEV III GHG) emissions, and a technology-forcing mandate for zero-emission vehicles (ZEV). The goal of the program is to guide the development of environmentally advanced cars that would continue to deliver the performance, utility, and safety car owners have come to expect. Advanced Clean Cars includes the following elements (CARB, 2020c):

> LEV III Criteria: Reducing Smog-Forming Pollution. CARB adopted new emission standards to reduce smog-forming emissions (also known as "criteria pollutants") beginning with 2015 model year vehicles. The goal of this regulation is to have cars emit 75 percent less smog-forming pollution than the average car sold in 2012 by 2025.
>
> LEV III GHG: Reducing GHG Emissions. California's GHG regulations are projected to reduce GHG emissions from new vehicles by approximately 40 percent (from 2012 model vehicles) in 2025.
>
> ZEV Regulation: Promoting the Cleanest Cars. The ZEV regulation is designed to achieve the State's long-term emission reduction goals by requiring auto manufacturers to offer for sale specific numbers of the very cleanest cars available. These vehicle technologies include full battery-electric, hydrogen fuel cell, and plug-in hybrid-electric vehicles. Updated estimates using publicly available information show about 8 percent of California new vehicle sales in 2025 will be ZEVs and plug-in hybrids.

7. Advanced Clean Trucks Program

In June, 2020, CARB adopted a new Rule requiring truck manufacturers to transition from diesel trucks and vans to electric zero-emission trucks beginning in 2024. By 2045, every new truck sold in California will be required to be zero-emission. Manufacturers who certify Class 2b-8 chassis or complete vehicles with combustion engines would be required to sell zero-emission trucks as an increasing percentage of their annual California sales from 2024 to 2035 (ibid.). By 2035, zero-emission truck/chassis sales would need to be 55% of Class 2b – 3 truck sales, 75% of Class 4 – 8 straight truck sales, and 40% of truck tractor sales. CARB reports that as of 2020, most commercially-available models of zero-emission vans, trucks and buses operate less than 100 miles per day. Commercial availability of electric-powered long-haul trucks is very limited. However, as technology advances over the next 20 years, zero-emission trucks will become suitable for more applications, and several truck manufacturers have announced plans to introduce market ready zero-emission trucks in the future. When commercial availability of electric-powered long-haul trucks is more readily available, implementation of the Advanced Clean Trucks Regulation is anticipated to significantly reduce GHG emissions and energy usage statewide.

8. Senate Bill 1020 – Clean Energy, Jobs, and Affordability Act of 2022

SB 1020, also known as the Clean Energy, Jobs, and Affordability Act of 2022, revised State policy to include interim targets requiring that eligible renewable energy resources and zero-carbon resources supply 90 percent of all retail sales of electricity to California end-use customers by December 31, 2035, 95 percent of all retail sales of electricity to California end-use customers by December 31, 2040, 100 percent of all retail sales of electricity to California end-use customers by December 31, 2045, and 100 percent of electricity procured to serve all state agencies by December 31, 2035. SB 1020 also requires each State agency to ensure that zero-carbon resources and eligible renewable energy resources supply 100 percent of electricity procured to serve their agency by December 31, 2035. In addition, SB 1020 requires the State Water Project (SWP) to procure

eligible renewable energy and zero-carbon resources as necessary to meet the clean energy requirements specified for all State agencies. Finally, SB 1020 requires the California Public Utilities Commission (CPUC) to develop utility affordability metrics for both electricity and gas service. (CA Legislative Info, n.d.)

4.6.3 Basis for Determining Significance

Section VI of Appendix G to the California Environmental Quality Act (CEQA) Guidelines addresses typical adverse effects due to energy consumption, and includes the following threshold questions to evaluate a project's impacts on energy resources (OPR, 2018a).

a. *Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*

b. *Would the project conflict with or obstruct a State or local plan for renewable energy or energy efficiency?*

4.6.4 Impact Analysis

A. Methodology for Calculating Project Energy Demands

Information from the CalEEMod Version 2022.1 outputs for the Project's Air Quality Impact Analysis ("AQIA"; *Technical Appendix C*) was utilized in this analysis, detailing Project-related construction equipment, transportation energy demands, and facility energy demands (Urban Crossroads, 2023c, p. 34).

In May 2022, the SCAQMD, in conjunction with the California Air Pollution Control Officers Association (CAPCOA) and other California air districts, released the latest version of the CalEEMod Version 2022.1. The purpose of this model is to calculate construction-source and operational-source criteria pollutants and GHG emissions from direct and indirect sources as well as energy usage. Accordingly, the latest version of CalEEMod has been used to determine the proposed Project's anticipated transportation and facility energy demands. Outputs from the annual model runs are provided in Appendices 4.1 through 4.2 to the Project's EA (*Technical Appendix G*). (Urban Crossroads, 2023c, p. 34)

On May 2, 2022, the EPA approved the 2021 version of the EMissions FACtor model (EMFAC2021) web database for use in State Implementation Plan and transportation conformity analyses. EMFAC2021 is a mathematical model that was developed to calculate emission rates, fuel consumption, VMT from motor vehicles that operate on highways, freeways, and local roads in California and is commonly used by the CARB to project changes in future emissions from on-road mobile sources. This energy study utilizes the different fuel types for each vehicle class from the annual EMFAC2021 emission inventory in order to derive the average vehicle fuel economy which is then used to determine the estimated annual fuel consumption associated with vehicle usage during Project construction and operational activities. For purposes of analysis, the 2024, 2025, 2027, and 2028 analysis years were utilized to determine the average vehicle fuel economy used throughout the duration of the Project. Outputs from the EMFAC2021 model run is provided in Appendix 4.3 to the Project's EA (*Technical Appendix G*). (Urban Crossroads, 2023c, pp. 34-35)

B. *Project Impacts due to Energy Consumption*

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

❑ Construction Energy Demands

The focus within this section is the energy implications of the construction process, specifically the power cost from on-site electricity consumption during construction of the proposed Project (Urban Crossroads, 2023c, p. 35).

Construction Power Cost

The total Project construction power costs is the summation of the products of the area (sf) by the construction duration and the typical power cost. For purposes of analysis, construction of Project is expected to commence in September 2024 and would end in February 2028. The construction schedule utilized in the analysis, previously shown in EIR Table 3-3, represents a "worst-case" analysis scenario. The duration of construction activity and associated equipment represents a reasonable approximation of the expected construction fleet. (Urban Crossroads, 2023c, p. 35)

The 2023 National Construction Estimator identifies a typical power cost per 1,000 sf of construction per month of $2.50, which was used to calculate the Project's total construction power cost. As shown on Table 4.6-3, *Construction Power Cost*, the total power cost of the on-site electricity usage during the construction of the Project is estimated to be approximately $96,806.11 under land use Scenarios 1, 2, and 3. (Urban Crossroads, 2023c, p. 35)

Construction Electricity Usage

The total Project construction electricity usage is the summation of the products of the power cost by the utility provider cost per kilowatt hour (kWh) of electricity. The SCE's general service rate schedule were used to determine the Project's electrical usage. As of June 1, 2023, SCE's general service rate is $0.13 per kilowatt hours (kWh) of electricity for industrial services and $0.16 for residential services. As shown on Table 4.6-4, *Construction Electricity Usage*, the total electricity usage from on-site Project construction related activities is estimated to be approximately 743,148 kWh under land use Scenarios 1 and 2 and 754,441 kWh under land use Scenario 3. (Urban Crossroads, 2023c, p. 36)

Construction Equipment Fuel Estimates

Fuel consumed by construction equipment would be the primary energy resource expended over the course of Project construction. Table 4.3-6 in EIR Subsection 4.3, *Air Quality*, presents the list of construction equipment anticipated with Project construction activities. Consistent with industry standards and typical construction practices, each piece of equipment previously listed in EIR Table 4.3-6 would operate up to a total of eight (8) hours per day, or more than two-thirds of the period during which construction activities are allowed. (Urban Crossroads, 2023c, p. 37)

Table 4.6-3 Construction Power Cost

Scenario	Land Use	Power Cost (per 1,000 SF)	Size (1,000 SF)	Construction Duration (months)	Power Cost
1 & 2	High-Cube Warehouse/ High-Cube Parcel Hub Warehouse	$2.50	982.232	9	$22,100.22
	Parking		198.839		$4,473.88
	Other Asphalt Surfaces		1,357.243		$30,537.97
	Truck/Trailer Parking		1,116.006		$25,110.14
	Multifamily Housing (Low-Rise)		236.380	12	$7,091.40
	Other Asphalt Surfaces		249.750		$7,492.51
				CONSTRUCTION POWER COST	***$96,806.11***
3	High-Cube Warehouse	$2.50	982.232	9	$22,100.22
	Parking		198.839		$4,473.88
	Other Asphalt Surfaces		1,357.243		$30,537.97
	Truck/Trailer Parking		1,116.006		$25,110.14
	Multifamily Housing (Low-Rise)		60.606	12	$1,818.18
	Other Asphalt Surfaces		425.524		$12,765.73
				CONSTRUCTION POWER COST	***$96,806.11***

(Urban Crossroads, 2023c, Table 4-2)

Table 4.6-4 Construction Electricity Usage

Scenario	Land Use	Cost per kWh	Project Construction Electricity Usage (kWh)
1 & 2	High-Cube Warehouse/ High-Cube Parcel Hub Warehouse	$0.13	172,234
	Parking		34,866
	Other Asphalt Surfaces		237,992
	Truck/Trailer Parking		195,691
	Multifamily Housing (Low-Rise)	$0.16	43,972
	Other Asphalt Surfaces	$0.13	58,392
		CONSTRUCTION ELECTRICITY USAGE	***743,148***
2	High-Cube Warehouse	$0.13	172,234
	Parking		34,866
	Other Asphalt Surfaces		237,992
	Truck/Trailer Parking		195,691
	Church		14,170
	Other Asphalt Surfaces		99,487
		CONSTRUCTION ELECTRICITY USAGE	***754,441***

(Urban Crossroads, 2023c, Table 4-3)

Construction Equipment Fuel Consumption

Project construction activity timeline estimates, construction equipment schedules, equipment power ratings, load factors, and associated fuel consumption estimates are presented in Table 4.6-5, *Construction Equipment Fuel Consumption Estimates*. The aggregate fuel consumption rate for all equipment is estimated at 18.5 horsepower hour per gallon (hp-hr-gal.), obtained from CARB 2018 Emissions Factors Tables and cited fuel consumption rate factors presented in Table D-24 of the Moyer guidelines. For the purposes of this analysis, the calculations are based on all construction equipment being diesel-powered, which is consistent with industry standards. (Urban Crossroads, 2023c, p. 40)

Diesel fuel would be supplied by existing commercial fuel providers serving the Project area and region. As presented in Table 4.6-5, Project construction activities would consume an estimated 102,033 gallons of diesel fuel during Site Development, 66,713 gallons of diesel fuel for land use Scenarios 1 and 2 construction, and 90,638 for land use Scenario 3 construction. Project construction would represent a "single-event" diesel fuel demand and would not require ongoing or permanent commitment of diesel fuel resources for this purpose. (Urban Crossroads, 2023c, p. 40)

Construction Trips and VMT

Construction generates on-road vehicle emissions from vehicle usage for workers, vendors, and haul truck commuting to and from the site. The number of workers and vendor trips are presented below in Table 4.6-6, *Construction Trips and VMT*. It should be noted that for vendor trips, specifically, CalEEMod only assigns vendor trips to the Building Construction phase. Vendor trips would likely occur during all phases of construction. As such, the CalEEMod defaults for vendor trips have been adjusted based on a ratio of the total vendor trips to the number of days of each subphase of activity. (Urban Crossroads, 2023c, p. 44)

Construction Worker Fuel Estimates

With respect to estimated VMT for the Project, the construction worker trips (personal vehicles used by workers commuting to the Project from home) would generate an estimated 67,044 VMT during Site Development, 2,585,597 VMT under land use Scenarios 1 and 2 construction, and 2,595,365 VMT under land use Scenario 3 construction. Based on CalEEMod methodology, it is assumed that 50% of all construction worker trips are from light-duty-auto vehicles (LDA), 25% are from light-duty-trucks (LDT1[1]), and 25% are from light-duty-trucks (LDT2[2]). Data regarding Project related construction worker trips were based on CalEEMod defaults utilized within the Project's AQIA (*Technical Appendix C*). (Urban Crossroads, 2023c, p. 44)

Vehicle fuel efficiencies for LDA, LDT1, and LDT2 were estimated using information generated within the 2021 version of the EMFAC developed by CARB. EMFAC2021 is a mathematical model that was developed

[1] Vehicles under the LDT1 category have a gross vehicle weight rating (GVWR) of less than 6,000 lbs. and equivalent test weight (ETW) of less than or equal to 3,750 lbs.
[2] Vehicles under the LDT2 category have a GVWR of less than 6,000 lbs. and ETW between 3,751 lbs. and 5,750 lbs.

Table 4.6-5 Construction Equipment Fuel Consumption Estimates

Scenario	Construction Activity	Duration (Days)	Equipment	HP Rating	Quantity	Usage Hours	Load Factor	HP-hrs/day	Fuel Consumption (gallons)
Site Development	Demolition	4	Concrete/Industrial Saws	33	1	8	0.73	193	42
			Rubber Tired Dozers	367	1	8	0.40	1,174	254
			Tractors/Loaders/Backhoes	84	2	8	0.37	497	
	Site Preparation	10	Graders	148	1	8	0.41	485	262
			Crawler Tractors	87	1	8	0.43	299	162
	Grading	130	Rubber Tired Dozers	367	1	8	0.40	1,174	8,253
			Scrapers	423	8	8	0.48	12,995	91,313
			Tractors/Loaders/Backhoes	84	1	8	0.37	249	1,747
TOTAL CONSTRUCTION FUEL DEMAND (GALLONS DIESEL FUEL)									***102,033***

Table 4.6-5 Construction Equipment Fuel Consumption Estimates (Cont'd)

Scenario	Construction Activity	Duration (Days)	Equipment	HP Rating	Quantity	Usage Hours	Load Factor	HP-hrs/day	Fuel Consumption (gallons)
1 & 2	Building Construction	197	Cranes	367	1	8	0.29	851	9,067
			Forklifts	82	3	8	0.20	394	4,191
			Generator Sets	14	1	8	0.74	83	883
			Welders	46	1	8	0.45	166	1,763
			Crawler Tractors	87	3	8	0.43	898	9,561
	Paving	66	Pavers	81	2	8	0.42	544	1,942
			Paving Equipment	89	2	8	0.36	513	1,829
			Rollers	36	2	8	0.38	219	781
	Architectural Coating	100	Air Compressors	37	1	8	0.48	142	768
	Building Construction	262	Cranes	367	1	8	0.29	851	12,058
			Forklifts	82	3	8	0.20	394	5,574
			Generator Sets	14	1	8	0.74	83	1,174
			Welders	46	1	8	0.45	166	2,345
			Crawler Tractors	87	3	8	0.43	898	12,715
	Paving	25	Pavers	81	2	8	0.42	544	736
			Paving Equipment	89	2	8	0.36	513	693
			Rollers	36	2	8	0.38	219	296
	Architectural Coating	44	Air Compressors	37	1	8	0.48	142	338
TOTAL CONSTRUCTION FUEL DEMAND (GALLONS DIESEL FUEL)									***66,713***

Table 4.6-5 Construction Equipment Fuel Consumption Estimates (Cont'd)

Scenario	Construction Activity	Duration (Days)	Equipment	HP Rating	Quantity	Usage Hours	Load Factor	HP-hrs/day	Fuel Consumption (gallons)
3	Building Construction	197	Cranes	367	2	8	0.29	1,703	18,133
			Forklifts	82	5	8	0.20	656	6,986
			Generator Sets	14	2	8	0.74	166	1,765
			Welders	46	2	8	0.45	331	3,527
			Crawler Tractors	87	5	8	0.43	1,496	15,935
	Paving	66	Pavers	81	3	8	0.42	816	2,913
			Paving Equipment	89	3	8	0.36	769	2,743
			Rollers	36	3	8	0.38	328	1,171
	Architectural Coating	100	Air Compressors	37	2	8	0.48	284	1,536
	Building Construction	262	Cranes	367	1	8	0.29	851	12,058
			Forklifts	82	3	8	0.20	394	5,574
			Generator Sets	14	1	8	0.74	83	1,174
			Welders	46	1	8	0.45	166	2,345
			Crawler Tractors	87	3	8	0.43	898	12,715
	Paving	25	Pavers	81	2	8	0.42	544	736
			Paving Equipment	89	2	8	0.36	513	693
			Rollers	36	2	8	0.38	219	296
	Architectural Coating	44	Air Compressors	37	1	8	0.48	142	338
								TOTAL CONSTRUCTION FUEL DEMAND (GALLONS DIESEL FUEL)	***90,638***

(Urban Crossroads, 2023c, Table 4-5)

Table 4.6-6 Construction Trips and VMT

Scenario	PA	Construction Activity	Worker Trips Per Day	Vendor Trips Per Day	Hauling Trips Per Day
Site Development	n/a	Demolition	10	0	3
		Site Preparation	5	0	0
		Grading	25	0	188
1 & 2	1	Building Construction	413	161	0
		Paving	15	0	0
		Architectural Coating	83	0	0
	2	Building Construction	161	24	0
		Paving	15	0	0
		Architectural Coating	32	0	0
3	1	Building Construction	413	161	0
		Paving	23	0	0
		Architectural Coating	83	0	0
	2	Building Construction	161	24	0
		Paving	15	0	0
		Architectural Coating	32	0	0

(Urban Crossroads, 2023c, Table 4-6)

to calculate emission rates, fuel consumption, and VMT from motor vehicles that operate on highways, freeways, and local roads in California and is commonly used by the CARB to project changes in future emissions from on-road mobile sources. EMFAC2021 was run for the LDA, LDT1, and LDT2 vehicle class within the Riverside County (South Coast) for the 2024 through 2028 calendar years. Data from EMFAC2021 is shown in Appendix 4.3 to the Project's EA (*Technical Appendix G*). (Urban Crossroads, 2023c, p. 45)

As shown in Table 4.6-7, *Construction Worker Fuel Consumption Estimates*, the estimated fuel consumption resulting from Project construction worker trips is 2,410 gallons during full Site Development, 89,508 gallons under land use Scenarios 1 and 2, and 91,513 gallons under land use Scenario 3. It should be noted that construction worker trips would represent a "single-event" gasoline fuel demand and would not require ongoing or permanent commitment of fuel resources for this purpose. (Urban Crossroads, 2023c, p. 45)

Construction Vendor and Hauling Fuel Estimates

With respect to estimated VMT, the construction vendor trips (vehicles that deliver materials to the site during construction) and material hauling trips would generate an estimated 489,040 VMT along area roadways during Site Development and 395,291 VMT along area roadways during construction of land use Scenarios 1, 2, and 3. It is assumed that 50% of all vendor trips are from medium-heavy duty trucks (MHD) and 50% of all

Table 4.6-7 Construction Worker Fuel Consumption Estimates

Scenario	Year	PA	Construction Activity	Duration (Days)	Worker (Trips/Day)	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Site Development	2024	n/a	LDA						
			Demolition	4	5	18.5	370	31.51	12
			Site Preparation	10	3	18.5	555	31.51	18
			Grading	72	13	18.5	17,316	31.51	550
			LDT1						
			Demolition	4	3	18.5	222	24.62	9
			Site Preparation	10	2	18.5	370	24.62	15
			Grading	72	7	18.5	9,324	24.62	379
			LDT2						
			Demolition	4	3	18.5	222	24.57	9
			Site Preparation	10	2	18.5	370	24.57	15
			Grading	72	7	18.5	9,324	24.57	379
	2025	n/a	LDA						
			Grading	58	13	18.5	13,949	32.49	429
			LDT1						
			Grading	58	7	18.5	7,511	25.14	299
			LDT2						
			Grading	58	7	18.5	7,511	25.29	297
TOTAL CONSTRUCTION WORKER FUEL CONSUMPTION									***2,410***

Table 4.6-7 Construction Worker Fuel Consumption Estimates (Cont'd)

Scenario	Year	PA	Construction Activity	Duration (Days)	Worker (Trips/Day)	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
1 & 2	2025	1	LDA						
			Building Construction	197	207	18.5	754,412	32.49	23,219
			Paving	66	8	18.5	9,768	32.49	301
			Architectural Coating	100	42	18.5	77,700	32.49	2,391
			LDT1						
			Building Construction	197	104	18.5	379,028	25.14	15,077
			Paving	66	4	18.5	4,884	25.14	194
			Architectural Coating	100	21	18.5	38,850	25.14	1,545
			LDT2						
			Building Construction	197	104	18.5	379,028	25.29	14,987
			Paving	66	4	18.5	4,884	25.29	193
			Architectural Coating	100	21	18.5	38,850	25.29	1,536
	2027	2	LDA						
			Building Construction	261	81	18.5	391,109	34.29	11,407
			Paving	25	8	18.5	3,700	34.29	108
			Architectural Coating	53	16	18.5	15,688	34.29	458
			LDT1						
			Building Construction	261	41	18.5	197,969	26.22	7,551
			Paving	25	4	18.5	1,850	26.22	71
			Architectural Coating	53	8	18.5	7,844	26.22	299

Table 4.6-7 Construction Worker Fuel Consumption Estimates (Cont'd)

Scenario	Year	PA	Construction Activity	Duration (Days)	Worker (Trips/Day)	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
1 & 2	2027	2	LDT2						
			Building Construction	261	41	18.5	197,969	26.63	7,435
			Paving	25	4	18.5	1,850	26.63	69
			Architectural Coating	53	8	18.5	7,844	26.63	295
	2028	2	LDA						
			Building Construction	24	81	18.5	35,964	35.14	1,023
			LDT1						
			Building Construction	24	41	18.5	18,204	26.76	680
			LDT2						
			Building Construction	24	41	18.5	18,204	27.23	669
TOTAL CONSTRUCTION WORKER FUEL CONSUMPTION									***89,508***

Table 4.6-7 Construction Worker Fuel Consumption Estimates (Cont'd)

Scenario	Year	PA	Construction Activity	Duration (Days)	Worker (Trips/Day)	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
3	2025	1	LDA						
			Building Construction	197	207	18.5	754,412	31.51	23,945
			Paving	66	12	18.5	14,652	31.51	465
			Architectural Coating	100	42	18.5	77,700	31.51	2,466
			LDT1						
			Building Construction	197	104	18.5	379,028	24.62	15,394
			Paving	66	6	18.5	7,326	24.62	298
			Architectural Coating	100	21	18.5	38,850	24.62	1,578
			LDT2						
			Building Construction	197	104	18.5	379,028	24.57	15,425
			Paving	66	6	18.5	7,326	24.57	298
			Architectural Coating	100	21	18.5	38,850	24.57	1,581
	2027	2	LDA						
			Building Construction	261	81	18.5	391,109	34.29	11,407
			Paving	25	8	18.5	3,700	34.29	108
			Architectural Coating	53	16	18.5	15,688	34.29	458
			LDT1						
			Building Construction	261	41	18.5	197,969	26.22	7,551
			Paving	25	4	18.5	1,850	26.22	71
			Architectural Coating	53	8	18.5	7,844	26.22	299

Table 4.6-7 Construction Worker Fuel Consumption Estimates (Cont'd)

Scenario	Year	PA	Construction Activity	Duration (Days)	Worker (Trips/Day)	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
3	2027	2	LDT2						
			Building Construction	261	41	18.5	197,969	26.63	7,435
			Paving	25	4	18.5	1,850	26.63	69
			Architectural Coating	53	8	18.5	7,844	26.63	295
	2028	2	LDA						
			Building Construction	24	81	18.5	35,964	35.14	1,023
			LDT1						
			Building Construction	24	41	18.5	18,204	26.76	680
			LDT2						
			Building Construction	24	41	18.5	18,204	27.23	669
TOTAL CONSTRUCTION WORKER FUEL CONSUMPTION									***91,513***

(Urban Crossroads, 2023c, Table 4-7)

vendor trips are from heavy-heavy duty trucks (HHD). Hauling trips are assumed to be performed only by HHD trucks. These assumptions are consistent with the CalEEMod defaults utilized within the within the Project's AQIA (*Technical Appendix C*). Vehicle fuel efficiencies for MHDs and HHDs were estimated using information generated within EMFAC2021. EMFAC2021 was run for the MHD and HHD vehicle classes within the Riverside (South Coast) for the 2024 through 2028 calendar years. Data from EMFAC2021 is shown in Appendix 4.3 to the Project's EA (*Technical Appendix G*). (Urban Crossroads, 2023c, p. 51)

Based on Table 4.6-8, *Construction Vendor/Hauling Fuel Consumption Estimates*, it is estimated that 79,342 gallons of fuel will be consumed related to construction vendor and hauling trips during Site Development and 54,474 gallons during construction activities under land use Scenarios 1, 2, and 3. It should be noted that Project construction vendor trips would represent a "single-event" diesel fuel demand and would not require on-going or permanent commitment of diesel fuel resources for this purpose. (Urban Crossroads, 2023c, p. 51)

Table 4.6-8 Construction Vendor/Hauling Fuel Consumption Estimates

Scenario	Year	PA	Construction Activity	Duration (Days)	Vendor/ Hauling (Trips/Day)	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Site Development	2024	n/a	HHDT (Hauling)						
			Demolition	4	3	20	240	6.12	39
			Grading	72	188	20	270,720	6.12	44,229
	2025	n/a	LDA						
			Grading	58	188	20	218,080	6.22	35,075
TOTAL CONSTRUCTION VENDOR/HAULING FUEL CONSUMPTION									***79,342***
1, 2, & 3	2025	1	MHDT						
			Building Construction	197	81	10.2	162,761	8.58	18,967
			HHDT (Vendor)						
			Building Construction	197	81	10.2	162,761	6.22	26,177
	2027	2	MHDT						
			Building Construction	261	12	10.2	31,946	8.85	3,608
			HHDT (Vendor)						
			Building Construction	261	12	10.2	31,946	6.45	4,952
	2028	2	MHDT						
			Building Construction	24	12	10.2	2,938	9.07	324
			HHDT (Vendor)						
			Building Construction	24	12	10.2	2,938	6.60	445
TOTAL CONSTRUCTION VENDOR/HAULING FUEL CONSUMPTION									***54,474***

(Urban Crossroads, 2023c, Table 4-8)

Construction Energy Efficiency/Conservation Measures

Starting in 2014, CARB adopted the nation's first regulation aimed at cleaning up off-road construction equipment such as bulldozers, graders, and backhoes. These requirements ensure fleets gradually turnover the oldest and dirtiest equipment to newer, cleaner models and prevent fleets from adding older, dirtier equipment.

As such, the equipment used for Project construction would conform to CARB regulations and California emissions standards. It should also be noted that there are no unusual Project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities; or equipment that would not conform to current emissions standards (and related fuel efficiencies). Equipment employed in construction of the Project would therefore not result in inefficient wasteful, or unnecessary consumption of fuel. (Urban Crossroads, 2023c, p. 54)

Construction contractors would be required to comply with applicable CARB regulation regarding retrofitting, repowering, or replacement of diesel off-road construction equipment. Additionally, CARB has adopted the Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other Toxic Air Contaminants. Compliance with anti-idling and emissions regulations would result in a more efficient use of construction-related energy and the minimization or elimination of wasteful or unnecessary consumption of energy. Idling restrictions and the use of newer engines and equipment would result in less fuel combustion and energy consumption. (Urban Crossroads, 2023c, p. 54)

Additional construction-source energy efficiencies would occur due to required California regulations and best available control measures (BACM). For example, CCR Title 13, Motor Vehicles, section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than five minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Section 2449(d)(3) requires that grading plans shall reference the requirement that a sign shall be posted on-site stating that construction workers need to shut off engines at or before five minutes of idling." In this manner, construction equipment operators are required to be informed that engines are to be turned off at or prior to five minutes of idling. Enforcement of idling limitations is realized through periodic site inspections conducted by City building officials, and/or in response to citizen complaints. (Urban Crossroads, 2023c, p. 54)

A full analysis related to the energy needed to form construction materials is not included in this analysis due to a lack of detailed Project-specific information on construction materials and due to the lack of consensus guidance on LCA methodology. Life-cycle analysis depends on econometric factors that are not well established for all processes. As such, an analysis of the energy needed to create Project-related construction materials would be extremely speculative and thus has not been prepared. (Urban Crossroads, 2023c, p. 54)

In general, construction processes promote conservation and efficient use of energy by reducing raw materials demands, with related reduction in energy demands associated with raw materials extraction, transportation, processing, and refinement. Use of materials in bulk reduces energy demands associated with preparation and transport of construction materials as well as the transport and disposal of construction waste and solid waste in general, with corollary reduced demands on area landfill capacities and energy consumed by waste transport and landfill operations. (Urban Crossroads, 2023c, pp. 54-55)

❑ Operational Energy Demands

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

equipment, and facilities energy demands (energy consumed by building operations and site maintenance activities) (Urban Crossroads, 2023c, p. 55).

Transportation Fuel Demands

Energy that would be consumed by Project-generated traffic is a function of total VMT and estimated vehicle fuel economies of vehicles accessing the Project site. The VMT per vehicle class can be determined by evaluated in the vehicle fleet mix and the total VMT. As with worker and vendors trips, operational vehicle fuel efficiencies were estimated using information generated within EMFAC2021 developed by CARB. EMFAC2021 was run for the Riverside (South Coast) for the 2024 through 2028 calendar years. Data from EMFAC2021 is shown in Appendix 4.3 to the Project's EA (*Technical Appendix G*). (Urban Crossroads, 2023c, p. 55)

The estimated transportation energy demands are summarized on Table 4.6-9, *Total Project-Generated Traffic Annual Fuel Consumption*. As summarized on Table 4.6-9, land use Scenario 1 would result in 18,106,022 annual VMT and 1,536,785 gallons per year during operations of OVNSP Planning Area (PA) 1 and 26,181,023 annual VMT and 1,848,051 gallons per year during operations of OVNSP PAs 1 and 2. Land use Scenario 2 would result in 46,799,896 annual VMT and 3,200,865 gallons per year during operations of OVNSP PA 1 and 62,570,815 annual VMT and 3,808,765 gallons per year during operations of OVNSP PAs 1 and 2. Land use Scenario 3 would result in 18,040,328 annual VMT and 1,531,131 gallons per year during operations of OVNSP PA 1 and 62,835,236 annual VMT and 3,257,871 gallons per year during operations of OVNSP PAs 1 and 2. (Urban Crossroads, 2023c, p. 55)

Table 4.6-9 Total Project-Generated Traffic Annual Fuel Consumption

Scenario	PA	Vehicle Type	Average Vehicle Fuel Economy (mpg)	Annual Vehicle Miles Traveled	Estimated Annual Fuel Consumption (gallons)
1	1	LDA	35.14	4,203,931	119,622
		LDT1	26.76	322,119	12,035
		LDT2	27.23	1,736,169	63,757
		MDV	21.91	1,341,514	61,220
		MCY	42.30	195,767	4,628
		LHDT1	17.78	1,106,121	62,228
		LHDT2	16.65	315,266	18,934
		MHDT	9.07	3,688,359	406,762
		HHDT	6.60	5,196,776	787,598
	TOTAL FUEL CONSUMPTION (ALL VEHICLES)			***18,106,022***	***1,536,785***
1	1 & 2	LDA	35.14	8,185,931	232,930
		LDT1	26.76	597,277	22,316
		LDT2	27.23	3,506,519	128,769
		MDV	21.91	2,578,796	117,684
		LHDT1	17.78	1,350,469	75,975
		LHDT2	16.65	386,544	23,215
		MHDT	9.07	3,810,224	420,201
		HHDT	6.60	5,331,224	807,974
		OBUS	6.97	4,710	676

Table 4.6-9 Total Project-Generated Traffic Annual Fuel Consumption

Scenario	PA	Vehicle Type	Average Vehicle Fuel Economy (mpg)	Annual Vehicle Miles Traveled	Estimated Annual Fuel Consumption (gallons)
		UBUS	6.13	3,067	501
		MCY	42.30	372,068	8,796
		SBUS	6.50	10,720	1,650
		MH	5.90	43,474	7,365
	TOTAL FUEL CONSUMPTION (ALL VEHICLES)			***26,181,023***	***1,848,051***
2	1	LDA	35.14	15,716,531	447,212
		LDT1	26.76	1,204,254	44,994
		LDT2	27.23	6,490,723	238,357
		MDV	21.91	5,015,294	228,873
		MCY	42.30	731,883	17,302
		LHDT1	17.78	2,169,624	122,059
		LHDT2	16.65	617,958	37,114
		MHDT	9.07	4,511,222	497,509
		HHDT	6.60	10,342,408	1,567,445
	TOTAL FUEL CONSUMPTION (ALL VEHICLES)			***46,799,896***	***3,200,865***
2	1 & 2	LDA	35.14	23,467,137	667,755
		LDT1	26.76	1,712,407	63,979
		LDT2	27.23	10,052,757	369,165
		MDV	21.91	7,392,781	337,370
		LHDT1	17.78	2,647,098	148,921
		LHDT2	16.65	756,920	45,460
		MHDT	9.07	4,749,231	523,757
		HHDT	6.60	10,604,992	1,607,241
		OBUS	6.97	9,199	1,321
		UBUS	6.13	5,989	978
		MCY	42.30	1,066,460	25,212
		SBUS	6.50	20,937	3,223
		MH	5.90	84,908	14,384
	TOTAL FUEL CONSUMPTION (ALL VEHICLES)			***62,570,815***	***3,808,765***
3	1	LDA	35.14	4,189,140	119,201
		LDT1	26.76	320,986	11,993
		LDT2	27.23	1,730,060	63,533
		MDV	21.91	1,336,794	61,005
		MCY	42.30	195,079	4,612
		LHDT1	17.78	1,102,016	61,997
		LHDT2	16.65	314,096	18,864
		MHDT	9.07	3,674,670	405,252
		HHDT	6.60	5,177,487	784,675
	TOTAL FUEL CONSUMPTION (ALL VEHICLES)			***18,040,328***	***1,531,131***
3	1 & 2	LDA	35.14	6,993,729	199,006
		LDT1	26.76	510,314	19,067
		LDT2	27.23	2,995,892	110,017
		MDV	21.91	2,203,216	100,544
		LHDT1	17.78	1,274,079	71,677
		LHDT2	16.65	364,676	21,902
		MHDT	9.07	3,760,633	414,732

Table 4.6-9 Total Project-Generated Traffic Annual Fuel Consumption

Scenario	PA	Vehicle Type	Average Vehicle Fuel Economy (mpg)	Annual Vehicle Miles Traveled	Estimated Annual Fuel Consumption (gallons)
		HHDT	6.60	5,272,327	799,048
		OBUS	6.97	3,322	477
		UBUS	6.13	2,163	353
		MCY	42.30	317,852	7,514
		SBUS	6.50	7,562	1,164
		MH	5.90	30,667	5,195
	TOTAL FUEL CONSUMPTION (ALL VEHICLES)			**23,736,432**	**1,750,697**

(Urban Crossroads, 2023c, Table 4-9)

In addition, the Project would be subject to the mitigation measures identified in EIR Subsection 4.3, *Air Quality*, as well as the mitigation measures identified in EIR Subsection 4.8, *Greenhouse Gas Emissions*. Although the mitigation measures presented in EIR Subsections 4.3 and 4.8 are not needed to reduce the Project's impacts related to transportation fuel demands, implementation of the required mitigation nonetheless would result in a reduction in the amount of transportation fuel that would be consumed by the Project. Specifically, and as summarized in Table 4-10 of the Project's EA (*Technical Appendix G*), with implementation of the required mitigation, land use Scenario 1 would result in 18,106,022 annual VMT and 1,536,785 gallons per year during operations of PA 1 and 26,181,023 annual VMT and 1,848,051 gallons per year during operations of PA 1 and 2 (full Project buildout). With mitigation, land use Scenario 2 would result in 46,799,896 annual VMT and 3,200,865 gallons per year during operations of PA 1 and 62,570,815 annual VMT and 3,808,765 gallons per year during operations of PA 1 and 2 (full Project buildout). With mitigation, land use Scenario 3 would result in 18,040,328 annual VMT and 1,531,131 gallons per year during operations of PA 1 and 62,835,236 annual VMT and 3,257,871 gallons per year during operations of PA 1 and 2 (full Project buildout). (Urban Crossroads, 2023c, p. 59)

On-Site Cargo Handling Equipment Fuel Demands

It is common for industrial buildings to require the operation of exterior cargo handling equipment in the building's truck court areas. For this Project, on-site modeled operational equipment includes up to four (4) 175 hp, natural gas-powered cargo handling equipment – port tractor operating 4 hours a day for 365 days of the year under both land use scenarios. Based on usage factors from EMFAC 2021, it is estimated that on-site cargo handling equipment would consume 18,568 gallons of fuel per year. (Urban Crossroads, 2023c, p. 68)

Facility Energy Demands

Project building operations activities would result in the consumption of natural gas and electricity, which would be supplied to the Project by SCE and SoCalGas. It should be noted that there is no natural gas usage associated with the proposed industrial land uses. Annual natural gas and electricity demands of the Project are summarized in Table 4.6-10, *Project Annual Operational Energy Demand Summary*. As shown, with implementation of land use Scenarios 1 or 2, the Project would result in a demand for 22,537,312 kBTU/year of natural gas and 7,199,036 kWh/year of electricity. With implementation of land use Scenario 3, the Project

would result in a demand for 21,355,999 kBTU/year of natural gas and 6,252,145 kWh/year of electricity (Urban Crossroads, 2023c, p. 68)

Table 4.6-10 Project Annual Operational Energy Demand Summary

Scenario	PA	Land Use	Natural Gas Demand (kBTU/year)	Electricity Demand (kWh/year)
1 & 2	1	High-Cube Warehouse	18,752,952	4,520,577
		Parking	0	174,003
		Other Asphalt Surfaces	0	0
		Truck/Trailer Parking	0	977,622
	TOTAL PROJECT ENERGY DEMAND		***18,752,952***	***5,672,202***
	1 & 2	High-Cube Warehouse	18,752,952	4,520,577
		Parking	0	174,003
		Other Asphalt Surfaces	0	0
		Truck/Trailer Parking	0	977,622
		Multifamily Housing (Low-Rise)	3,784,360	1,526,834
		Other Asphalt Surfaces	0	0
	TOTAL PROJECT ENERGY DEMAND		***22,537,312***	***7,199,036***
3	1	High-Cube Warehouse	18,752,952	4,520,577
		Parking	0	174,003
		Other Asphalt Surfaces	0	0
		Truck/Trailer Parking	0	977,622
	TOTAL PROJECT ENERGY DEMAND		***18,752,952***	***5,672,202***
	1 & 2	High-Cube Warehouse	18,752,952	4,520,577
		Parking	0	174,033
		Other Asphalt Surfaces	0	0
		Truck/Trailer Parking	0	977,622
		Church	2,603,047	579,943
		Other Asphalt Surfaces	0	0
	TOTAL PROJECT ENERGY DEMAND		***21,355,999***	***6,252,145***

(Urban Crossroads, 2023c, Table 4-11)

As noted above, the Project would be subject to the mitigation measures identified in EIR Subsection 4.3, *Air Quality*, as well as the mitigation measures identified in EIR Subsection 4.8, *Greenhouse Gas Emissions*.

Although the mitigation measures presented in EIR Subsections 4.3 and 4.8 are not needed to reduce the Project's impacts related to facility energy demands, implementation of the required mitigation nonetheless would result in a reduction in the amount of energy that would be consumed by the Project. Specifically, and as summarized in Table 4-11 of the Project's EA (*Technical Appendix G*), with implementation of the required mitigation, energy demands associated with land use Scenarios 1 and 2 would be reduced to 3,784,360 kBTU/year for natural gas and 6,653,425 kWh/year for electricity. With implementation of the required mitigation, energy demands associated with land use Scenario 3 would be reduced to 2,603,047 kBTU/year for natural gas and 5,706,534 kWh/year for electricity. (Urban Crossroads, 2023c, pp. 64, 68)

EV Charing Stations Energy Demands

The Project would provide 42 passenger car Electric Vehicle (EV) charging stations and 14 truck EV charging stations. As shown in Table 4.6-11, *Annual Energy Delivery for EV Charging Stations*, the installation of 42 passenger car EV charging stations and 14 truck EV charging stations, the Project would deliver approximately 296 MWh/yr for passenger car EV charging stations and 1,764 MWh/yr for truck EV charging stations. As shown in Table 4.6-12, *Annual VMT Reduction from EV Charging Stations*, it is estimated that EVs would displace approximately 1,185,408 passenger car miles per year and 784,000 truck miles per year that otherwise would be driven by gasoline or diesel-powered vehicles. (Urban Crossroads, 2023c, p. 71)

Operational Energy Efficiency/Conservation Measures

Energy efficiency/energy conservation attributes of the Project would be complemented by increasingly stringent state and federal regulatory actions addressing vehicle fuel economies and vehicle emissions standards; and enhanced building/utilities energy efficiencies mandated under California building codes (e.g., Title 24, California Green Building Standards Code). (Urban Crossroads, 2023c, p. 71)

Project annual fuel consumption estimates presented previously in Table 4.6-9 represent likely potential maximums that would occur for the Project. Under subsequent future conditions, average fuel economies of vehicles accessing the Project site can be expected to improve as older, less fuel-efficient vehicles are removed from circulation, and in response to fuel economy and emissions standards imposed on newer vehicles entering the circulation system. (Urban Crossroads, 2023c, p. 72)

Additionally, and as shown in Table 4.6-12, it is estimated that the provision of charging stations for EV automobiles and trucks would displace approximately 1,185,408 passenger car miles per year and 784,000 truck miles per year that otherwise would be driven by gasoline or diesel-powered vehicles. (Urban Crossroads, 2023c, p. 71)

Enhanced fuel economies realized pursuant to federal and state regulatory actions, and related transition of vehicles to alternative energy sources (e.g., electricity, natural gas, biofuels, hydrogen cells) would likely further decrease future gasoline fuel demands per VMT. Location of the Project proximate to regional and local roadway systems tends to reduce VMT within the region, acting to reduce regional vehicle energy demands. (Urban Crossroads, 2023c, p. 72)

Table 4.6-11 Annual Energy Delivery for EV Charging Stations

Parameters	Amount		Unit
	Passenger Cars	Trucks	
Annual Energy Delivery per Parking Space[1]	7.06	126.00	MWh/charging station/yr
Number of Parking Spaces Provided Chargers	42	14	Charging stations
Annual Energy Delivery from All Stations[2]	**296**	**1,764**	**MWh/yr**

[1] Annual Energy Delivery and VMT reduction based on an average monthly energy delivery of 588 kWh (0.588 MWh) per charging station for conventional Level 2 chargers, as estimated by the CEC. Available at: https://www.energy.ca.gov/2018publications/CEC-500-2018-020/CEC-500-2018-020.pdf.

[2] Calculated by multiplying the annual energy delivery per parking space and number of proposed parking spaces.

(Urban Crossroads, 2023c, Table 4-13)

Table 4.6-12 Annual VMT Reduction from EV Charging Stations

Parameters	Amount		Unit
	Passenger Cars	Trucks	
Fuel Economy of Electric Vehicle[1,2]	2.50E-04	2.25E-03	MWh/mile
Annual Energy Delivery per Parking Space	7.06	126.00	MWh/charging station/yr
Annual VMT Reduction per Parking Spot[3]	28,224	56,000	miles/charging station/yr
Number of Parking Spaces Provided Chargers	42	14	Charging stations
Annual VMT Reduction from All Stations[4]	**1,185,408**	**784,000**	**miles/yr**

[1] Vehicle fuel economy for passenger cars was obtained from the US Department of Energy *Benefits and Considerations of Electricity*. Available at: https://afdc.energy.gov/fuels/electricity_benefits.html

[2] Vehicle fuel economy for trucks was obtained from the CARB *Battery Electric Truck and Bus Energy Efficiency Compared to Conventional Diesel Vehicles*. Available at: https://ww2.arb.ca.gov/sites/default/files/2018-11/180124hdbevefficiency.pdf

[3] Calculated by multiplying the annual VMT reductions per parking space and fuel economy.

[4] Calculated by multiplying the annual VMT reductions per parking space and number of parking spaces provided chargers .

(Urban Crossroads, 2023c, Table 4-14)

❑ Conclusion

As supported by the preceding analyses, construction and operations associated with each of the land use scenarios evaluated herein would not result in the inefficient, wasteful, or unnecessary consumption of energy. Further, the energy demands of the Project can be accommodated within the context of available resources and energy delivery systems. Future building permit applications associated with the Project would be required to comply with the applicable Title 24 standards. As such, energy consumed by the Project's operation would be less than energy consumed by other older warehouse uses of similar scale and intensity that are constructed and operating in California. Additionally, the Project's proximity to the Interstate freeway system would reduce VMT and therefore decrease reliance on fossil fuels. The Project's energy demands would be further reduced with implementation of the mitigation measures identified in EIR Subsections 4.3, *Air Quality*, and 4.8, *Greenhouse Gas Emissions*. On this basis, the Project would not result in the inefficient, wasteful, or unnecessary consumption of energy. The Project would therefore not cause or result in the need for additional energy producing or transmission facilities. The Project would not engage in wasteful or inefficient uses of

energy and aims to achieve energy conservations goals within the State of California. Therefore, the Project would not result in the wasteful, inefficient, or unnecessary consumption of energy resources, and impacts would be less than significant. (Urban Crossroads, 2023c, p. 77)

Threshold b.: ***Would the Project conflict with or obstruct a State or Local plan for renewable energy or energy efficiency?***

A summary of the Project's consistency with applicable regulations and requirements is provided below.

Consistency with Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)

Transportation and access to the Project site is provided primarily by the local and regional roadway systems. The Project would not interfere with, nor otherwise obstruct intermodal transportation plans or projects that may be realized pursuant to the ISTEA because SCAG is not planning for intermodal facilities on or through the Project site. (Urban Crossroads, 2023c, p. 77)

Transportation Equity Act for the 21st Century (TEA-21)

The Project site is located along major transportation corridors with proximate access to the Interstate freeway system. The site selected for the Project facilitates access, acts to reduce vehicle miles traveled, takes advantage of existing infrastructure systems, and promotes land use compatibilities through collocation of similar uses. The Project supports the strong planning processes emphasized under TEA-21. The Project is therefore consistent with, and would not otherwise interfere with, nor obstruct implementation of TEA-21. (Urban Crossroads, 2023c, p. 77)

Consistency with 2022 Integrated Energy Policy Report (IEPR)

Electricity would be provided to the Project site by SCE, and SoCalGas would provide natural gas. SCE's Clean Power and Electrification Pathway (CPEP) white paper builds on existing State programs and policies. As such, the Project is consistent with, and would not otherwise interfere with, nor obstruct implementation the goals presented in the 2022 IEPR. Additionally, the Project would comply with the applicable Title 24 standards which would ensure that the Project energy demands would not be inefficient, wasteful, or otherwise unnecessary. As such, development of the proposed Project would support the goals presented in the 2022 IEPR. (Urban Crossroads, 2023c, p. 77)

Consistency with Energy Action Plan

The Project site is located along major transportation corridors with proximate access to the interstate freeway system. The site selected for the Project facilitates access, acts to reduce VMT, and takes advantage of existing infrastructure systems. The Project therefore supports urban design and planning processes identified under the Energy Action Plan, is consistent with, and would not otherwise interfere with, nor obstruct implementation of the State of California Energy Action Plan. (Urban Crossroads, 2023c, p. 78)

Consistency with California Code Title 24, Part 6, Energy Efficiency Standards

The 2022 version of Title 24 was adopted by the CEC and will become effective on January 1, 2023, and the Project would be subject to all applicable Title 24 requirements. Further, the Project would not cause or result in the need for additional energy producing facilities or energy delivery systems and would reduce mobile based fossil fuel reliance. As such, the Project would not conflict with or obstruct implementation of the 2022 Title 24 standards. (Urban Crossroads, 2023c, p. 78)

Consistency with California Code Title 24, Part 1, CALGreen

CCR, Title 24, Part 11: CALGreen is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings that went in effect on January 1, 2009, and is administered by the California Building Standards Commission. CALGreen is updated on a regular basis, with the most recent approved update consisting of the 2022 California Green Building Code Standards that were published on July 1, 2022 and will become effective on January 1, 2023. The Project would be required to comply with the applicable standards in place at the time plan check submittals are made. (Urban Crossroads, 2023c, p. 78)

Consistency with AB 1493

AB 1493 is not applicable to the Project as it is a Statewide measure establishing vehicle emissions standards. No feature of the Project would interfere with implementation of the requirements under AB 1493. (Urban Crossroads, 2023c, p. 78)

Consistency with Renewable Portfolio Standard (RPS)

California's Renewable Portfolio Standard is not applicable to the Project as it is a Statewide measure that establishes a renewable energy mix. No feature of the Project would interfere with implementation of the requirements under RPS. (Urban Crossroads, 2023c, p. 78)

Consistency with SB 350

The proposed Project would use energy from SCE, which has committed to diversify its portfolio of energy sources by increasing energy from wind and solar sources. No feature of the Project would interfere with implementation of SB 350. Additionally, the Project would be designed and constructed to implement the energy efficiency measures for new business park developments and would include several measures designed to reduce energy consumption. As shown above, the Project would not conflict with any of the State or local plans. As such, a less-than-significant impact would occur. (Urban Crossroads, 2023c, p. 78)

Conclusion

As indicated in the preceding analysis, the Project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. In addition, the Project would be subject to compliance with the mitigation measures identified in EIR Subsections 4.3, *Air Quality*. Specifically, Mitigation Measure MM 4.3-1 requires the accommodation of solar panels on the Project's business park buildings. Mitigation Measures MM 4.3-2 and 4.3-3 require the Project to accommodate EV charging stations for trucks and for passenger vehicles, while Mitigation Measure MM 4.3-4 requires all on-site indoor and outdoor cargo handling

equipment to be powered by electricity or equivalent non-zero engines. The Project also would be subject to CARB's anti-idling regulations, and all future landscape equipment would be required to be powered by electricity pursuant to Mitigation Measure MM 4.3-7. Implementation of these mitigation measures would further serve to reduce the Project's level of energy consumption. Thus, Project impacts would be less than significant.

4.6.5 Cumulative Impact Analysis

As indicated under the analysis of Threshold a., there are no components of the proposed Project that would result in the wasteful, inefficient, or unnecessary consumption of energy resources. Other cumulative developments involving discretionary approvals also would be subject to CEQA's requirements to evaluate and address potential impacts due to energy consumption. Although it is possible other cumulative developments could result in the wasteful, inefficient, or unnecessary consumption of energy resources, the Project's projected energy demand during construction and operations would be less-than-cumulatively considerable with mandatory compliance with applicable regulations.

As indicated under the analysis of Threshold b., the Project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. As such, the Project has no potential to result in cumulatively-considerable impacts due to a conflict with or obstruction of such plans.

4.6.6 Significance of Impacts Before Mitigation

Threshold a.: Less-than-Significant Impact. Project construction and operations would not result in the inefficient, wasteful, or unnecessary consumption of energy. Further, the energy demands of the Project can be accommodated within the context of available resources and energy delivery systems. The Project would therefore not cause or result in the need for additional energy producing or transmission facilities. The Project would not engage in wasteful or inefficient uses of energy and aims to achieve energy conservations goals within the State of California. As such, Project impacts due to wasteful, inefficient, or unnecessary consumption of energy resources would be less than significant requiring no mitigation.

Threshold b.: Less-than-Significant Impact. Energy consumed by the Project's operation is calculated to be comparable to, or less than, energy consumed by other projects of similar scale and intensity that are operating in California, as the Project would be subject to current regulatory requirements, such as the 2022 version of Title 24, which was not in effect when most existing developments were constructed. In addition, the Project would be subject to compliance with the mitigation measures identified in EIR Subsection 4.3, *Air Quality*. Specifically, Mitigation Measure MM 4.3-1 requires t the accommodation of future solar panels on the Project's business park buildings. Mitigation Measures MM 4.3-2 and MM 4.3-3 require the Project to accommodate EV charging stations for trucks and passenger vehicles, while Mitigation Measure MM 4.3-4 requires all on-site indoor and outdoor cargo handling equipment to be powered by electricity or equivalent non-zero engines. The Project also would be subject to CARB's anti-idling regulations, and all future landscape equipment would be required to be powered by electricity pursuant to Mitigation Measure MM 4.3-7. Implementation of these mitigation measures would further serve to reduce the Project's level of energy consumption. Based on the analysis presented herein, the Project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency, and impacts would be less than significant.

4.6.7 Regulatory Requirements and Project Features

The following are applicable regulatory requirements and proposed Project design features that reduce hydrology and water quality impacts. These items do not meet CEQA's definition for mitigation because mitigation measures are not to be duplicative of mandatory requirements or repetitive of features the Project Applicant is proposing as part of the Project and is obligated to implement through the Project's entitlement permits and approvals. Applicable regulatory requirements (RRs) and Project features (PFs) are listed below for informational purposes.

RR 4.6-1 The Project would be required to comply with regulations imposed by the federal and state agencies that regulate energy use and consumption through various means and programs. Those that are directly and indirectly applicable to the Project and that would assist in the reduction of energy usage include:

- Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)
- The Transportation Equity Act for the 21st Century (TEA-21
- Integrated Energy Policy Report (IEPR)
- State of California Energy Plan
- California Code Title 24, Part 6, Energy Efficiency Standards
- California Code Title 24, Part 11, California Green Building Standards Code (CALGreen)
- AB 1493 Pavley Regulations and Fuel Efficiency Standards
- California's Renewable Portfolio Standard (RPS)
- Clean Energy and Pollution Reduction Act of 2015 (SB 350)

4.6.8 Mitigation Measures

Project impacts due to energy consumption would be less than significant; therefore, mitigation measures are not required.

4.7 GEOLOGY AND SOILS

This Subsection 4.7 assesses the existing surface and subsurface geologic conditions and features of the Project site and determines the potential for impacts associated with these features. The analysis in this Subsection is based, in part, on information from a technical study prepared by Southern California Geotechnical (SCG), entitled, "Revised Geotechnical Investigation Proposed Commercial/Industrial Development" (herein, "Geotechnical Investigation"), dated December 6, 2023, and included as EIR *Technical Appendix H* (SCG, 2023). Additionally, the analysis of potential impacts to paleontological resources is based on a site-specific technical study prepared by PaleoWest, entitled, "Paleontological Resources Assessment for the Oak Valley North Specific Plan, City of Riverside County, California" (herein, "Paleontological Assessment"), dated July 18, 2023, and included as EIR *Technical Appendix I* (PaleoWest, 2023). Refer to Section 7.0, *References*, for a complete list of these and other reference sources.

4.7.1 EXISTING CONDITIONS

A. Regional Geologic Setting

The Project site is within the Peninsular Ranges province. The Peninsular Ranges province consists of several northwesterly-trending ranges in southwestern California. The province is truncated to the north by the east-west trending Transverse Ranges. Prior to the mid-Mesozoic, the region was covered by seas and thick marine sedimentary and volcanic sequences were deposited. The bedrock geology that dominates the elevated areas of the Peninsular Ranges consists of high-grade metamorphic rocks intruded by Mesozoic plutons. During the Cretaceous, extensive mountain building occurred during the emplacement of the Southern California batholith. The Peninsular Ranges have been significantly disrupted by Tertiary and Quaternary strike-slip faulting along the Elsinore and San Jacinto faults. This tectonic activity has resulted in the present terrain. (SCG, 2023, pp. 10-11)

Based on the conditions encountered during drilling, and for the ease of purposes of discussion, the near-surface geologic conditions consist of younger alluvial soils (Qal) consisting of unconsolidated, loose to medium dense silty sands and sands and older alluvial soils (Qoa) consisting of medium dense to dense silty fine sands and sands. At greater depths, the alluvial and older alluvial soils are underlain by very dense silty fine-grained sandstone of the San Timoteo Formation. (SCG, 2023, p. 11)

B. Local Geologic Setting

SCG conducted a field investigation and review of a previous study conducted for the Project site. The previous study was performed in two parts and is referenced as *Geotechnical Feasibility Study, Proposed Commercial/Industrial Development, Calimesa Boulevard, Southeast of Singleton Road, Calimesa, California* dated April 21, 2020, and *Geotechnical Feasibility Study, Diocese of San Bernardino, Calimesa Boulevard, Southeast of Singleton Road, Calimesa, California* dated June 23, 2020. As part of these studies, a total of 6 borings (identified as Boring Nos. B-1 through B-6) were advanced to depth of 25 to 50 feet below existing site grades. (SCG, 2023, p. 7)

Soils classified as younger alluvium were encountered at the ground surface at Boring Nos. B-1 through B-3 and beneath the possible fill soils at B-6 extending to depths of 25 to 32 feet below existing site grades.

Artificial fill soils were encountered at the ground surface at Borings Nos. B-4 through B-6 extending to depths of 2½ to 5½ feet below existing site grades. Additional soils classified as possible fill were encountered beneath the artificial fill soils at Boring No. B-6, extending to a depth of 9½ feet below existing site grades. Soils classified as older alluvium were encountered beneath the younger alluvium at Boring Nos. B-1 and B-3, and beneath the fill soils at Boring Nos. B-4 and B-5. Bedrock materials of the San Timoteo Formation were encountered beneath the older alluvium at Boring No. B-5. (SCG, 2023, pp. 7-8)

The subsurface exploration conducted for the Project site by SCG consisted of sixteen (16) borings (identified as Boring Nos. B-7 through B-22) advanced to depths of 15 to 40 feet below the existing site grades. The approximate boring locations are provided on Figure 4.7-1, *Boring Locations*. The materials encountered at the boring locations generally consist of disturbed and native alluvium. The native alluvial soils were classified as younger alluvium and older alluvium depending upon their apparent age, strengths, and relative densities. Provided below is a description of the geotechnical conditions of the Project site. (SCG, 2023, p. 8)

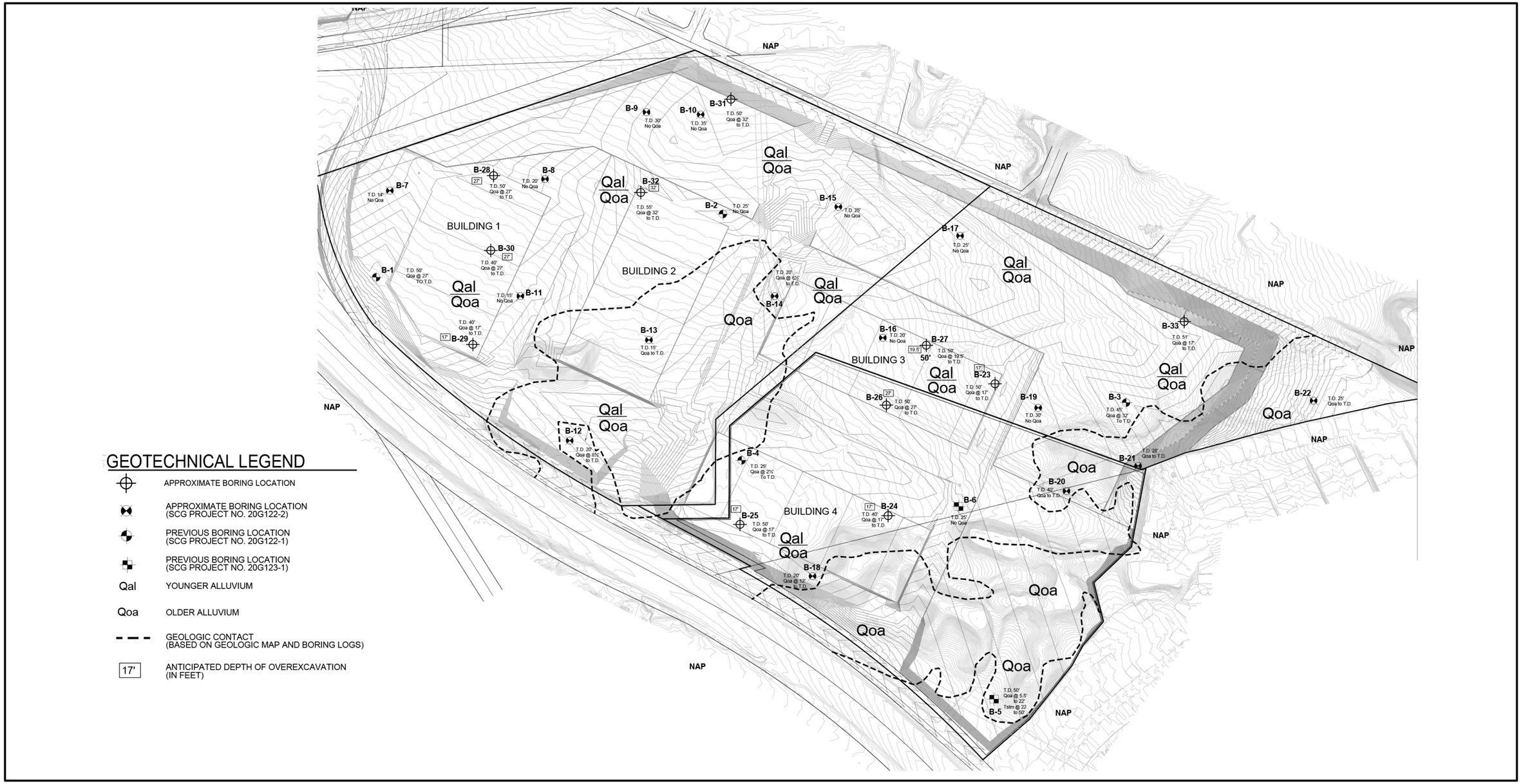
- **Younger Alluvium.** Younger alluvium was encountered at the surface at all boring locations, extending to depth of 17 to 32 feet. During previous studies, the younger alluvium was encountered to depths of 8 to 35 feet at the boring locations. These soils generally consist of very loose to medium dense silty sands, sandy silts, and well graded sands. Some of the younger alluvial soils possess trace to little clay content, occasional fine to coarse gravel, and occasional cobbles. (SCG, 2023, p. 9)

- **Older Alluvium.** The older alluvium was encountered below the younger alluvium at all eleven (11) of the current borings. The older alluvial soils generally consist of medium dense to very dense silty fine sands, fine to coarse sands, clayey sands, and gravelly sands with varying silt and clay content. The older alluvial soils extend to the total depth explored at each boring location, which extended to depths of 40 to 55 feet below the existing site grades. (SCG, 2023, p. 10)

- **Bedrock.** Bedrock materials of the San Timoteo Formation were encountered during one of the previous studies, beneath the older alluvium at Boring No. B-5. The weathered bedrock generally consists of very dense silty fine-grained sandstone, with little medium to coarse sand and some gravel content. The bedrock materials were generally weakly cemented and highly friable. The weathered silty fine-grained sandstone bedrock extended to the maximum depth explored of 50 feet below the existing site grades at Boring No. B-5.. (SCG, 2023, p. 10)

C. *Site Topography*

The overall Project site topography generally slopes downward to the west at a gradient of approximately 3%. However, the eastern region of the Project site is comprised of moderately hilly terrain. Additionally, there is one (1) isolated hill in the west-central region of the Project site. The hills at the Project site generally range between 15 to 20 feet higher in elevation than the adjacent terrain that is relatively level. The hills throughout the Project site generally descend downward to the surrounding level terrain at inclinations of 3.5:1 (horizontal to vertical) to 6:1. (SCG, 2023, p. 5)



GEOTECHNICAL LEGEND

- APPROXIMATE BORING LOCATION
- APPROXIMATE BORING LOCATION (SCG PROJECT NO. 20G122-2)
- PREVIOUS BORING LOCATION (SCG PROJECT NO. 20G122-1)
- PREVIOUS BORING LOCATION (SCG PROJECT NO. 20G123-1)
- Qal — YOUNGER ALLUVIUM
- Qoa — OLDER ALLUVIUM
- GEOLOGIC CONTACT (BASED ON GEOLOGIC MAP AND BORING LOGS)
- 17' — ANTICIPATED DEPTH OF OVEREXCAVATION (IN FEET)

Source(s): Southern California Geotechnical, Inc. (12-06-2023)

Figure 4.7-1

Not to Scale

Boring Locations

D. *Seismic Hazards*

The Project site is in an area of Southern California that is subject to strong ground motions due to seismic events (i.e., earthquakes). The geologic structure of Southern California is dominated mainly by northwest-trending faults associated with the San Andreas system.

The main structural geologic feature near the Project site is the Cherry Valley fault located approximately 1,000 feet northeast. Another fault, San Timoteo fault, is mapped 1,600 to 2,000 feet southeast of the Project site. The Banning fault is mapped 5,400 feet northeast of the Project site. (SCG, 2023, pp. 11-12)

An active fault is defined by the California Geological Survey as a fault that has ruptured in the last 11,000 years. Secondary hazards associated with seismic events include fault rupture, liquefaction, unstable soils and slopes, and settlement potential. Each of these hazards is briefly described below.

1. *Fault Rupture*

Fault rupture can occur along pre-existing, known active fault traces; however, fault rupture also can splay from known active faults or rupture along unidentified fault races. Although the Project site is located near active faults and fault zones, no evidence of faulting (such as fault scarps, fault line scarps, drainage offsets, etc.) was observed at the Project site at the time of the site investigation conducted by SCG. The Project site also is not within a mapped fault hazard zone by either the State of California or the County of Riverside. Therefore, the possibility of significant fault rupture on the site is considered to be low. (SCG, 2023, p. 12)

2. *Liquefaction*

Liquefaction is the loss of strength in generally cohesionless, saturated soils when the pore-water pressure induced in the soil by a seismic event becomes equal to or exceeds the overburden pressure. The primary factors which influence the potential for liquefaction include groundwater table elevation, soil type and plasticity characteristics, relative density of the soil, initial confining pressure, and intensity and duration of ground shaking. The depth within which the occurrence of liquefaction may impact surface improvements is generally identified as the upper 50 feet below the existing ground surface. Liquefaction potential is greater in saturated, loose, poorly graded fine sands with a mean (d_{50}) grain size in the range of 0.075 to 0.2 mm. Non-sensitive clayey (cohesive) soils which possess a plasticity index of at least 18 are generally not considered to be susceptible to liquefaction, nor are those soils which are above the historic static groundwater table. (SCG, 2023, p. 18)

According to the Project's Geotechnical Investigation, the Project site is located within a zone of low to moderate liquefaction susceptibility. However, the soil conditions encountered at the boring locations are not considered to be conducive to liquefaction. These conditions consist of surficial younger alluvial sediments underlain by medium dense to very dense older alluvium and dense to very dense weathered bedrock. In addition, there is no groundwater within the upper approximately 50 feet below the ground surface. As such, the Project site is not subject to hazards associated with liquefaction. (SCG, 2023, p. 18)

3. *Lateral Spreading, Subsidence, and Collapse*

Lateral spread is a pervasive type of liquefaction-induced ground failure that occurs on gentle slopes or near free-faces, such as river channels. Subsidence is the sinking of the ground because of underground material movement, and is most often caused by the removal of water, oil, natural gas, or mineral resources. Collapse is the thinning and lateral spread of thickened crust which distributes material from regions of high gravitational potential energy to regions of low gravitational potential energy. Due to the site's lack of potential to be subject to liquefaction hazards, the potential for lateral spreading, subsidence, and collapse to affect the Project site is considered low. (SCG, 2023, p. 16)

4. *Unstable Soils and Slopes*

SCG conducted a slope stability analysis, which determined that the alluvium within the site, especially within the upper 5 to 6 feet of the subsurface profile possesses low strengths and loose relative densities. The near-surface on-site soils have been evaluated to possess a very low to low expansion potential (EI = 2 to 27). (SCG, 2023, p. 20) Additionally, based on the granular content, some of the on-site soils will be susceptible to erosion. (SCG, 2023, p. 24)

5. *Settlement Potential*

Settlement refers to unequal compression of a soil foundation, shrinkage, or undue loads being applied to a building after its initial construction that affect the soil foundation. The younger alluvial soils are subject to significant consolidation settlement and collapsible when wetted. The underlying older alluvial soils possess more favorable consolidation characteristics and no significant collapse potential. Shrinkage is the reduction in volume in soil as the water content of the soil drops (i.e., loss of volume). The disturbed alluvium and younger native alluvial soils have an estimated average shrinkage of 2 to 22% . (SCG, 2023, pp. 19, 21)

E. *Soil Types and Erosion Potential*

Based on soil mapping from the United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS), the Project site has six (6) types of soils, as previously summarized in EIR. As shown in Table 4.7-1, *Summary of On-Site Soil Characteristics*, approximately 69.3% of the Project site contains soils with a slow to medium rate of runoff and slight to moderate susceptibility to erosion; approximately 5.0% of the Project site has a medium rate of runoff and a moderate susceptibility to erosion; approximately 0.8% of the Project site has a medium to rapid rate of runoff and a high susceptibility to erosion; approximately 7.7% of the Project site has a rapid rate of runoff and a high susceptibility to erosion; and the rate of runoff and erosion susceptibility is not identified for approximately 17.2% of the Project site. (USDA, 1971, pp. 35-36, 39-40, 54, and 60; USDA, 2023)

F. *Subsidence Potential*

Subsidence is a gradual settling or sudden sinking of the ground surface (i.e., loss of elevation). The principal causes of subsidence are aquifer-system compaction, drainage or organic soils, underground mining, and natural compaction. Minor ground subsidence is expected to occur in the soils below the zone of removal, due

to settlement and machinery working. Subsidence on site is estimated to be between 0.1 to 0.15 feet. (SCG, 2023, p. 21)

Table 4.7-1 Summary of On-Site Soil Characteristics

Map Symbol	Map Unit Name	Rate of Runoff	Erosion Susceptibility	Acres in AOI[1]	Percent of AOI[1]
GmD	Gorgonio gravelly loamy fine sand, 2 to 15 percent slopes	Slow to Medium	Slight to Moderate	9.1	8.3%
HcC	Hanford coarse sandy loam, 2 to 8 percent slopes	Slow to Medium	Slight to Moderate	67.2	61.0%
HcD2	Hanford coarse sandy loam, 8 to 15 percent slopes, eroded	Medium	Moderate	5.5	5.0%
RaC3	Ramona sandy loam, 5 to 8 percent slopes, severely eroded	Medium to Rapid	High	0.9	0.8%
RaD3	Ramona sandy loam, 8 to 15 percent slopes, severely eroded	Rapid	High	8.5	7.7%
TeG	Terrace escarpments	-	-	18.9	17.2%
Totals for Area of Interest:		**--**	**--**	**110.2**	**100.0%**

1. AOI = Area of Interest. Totals reflect rounding.

Source: (USDA, 1971, pp. 35-36, 39-40, 54, and 60; USDA, 2023)

G. *Landslide Potential*

During the SCG field investigation, no evidence of landslides or deep-seated slope instability was noted. The loose granular soils on sloping ground could be prone to surficial failures. (SCG, 2023, p. 19)

H. *Groundwater*

Free water was not encountered during drilling of the borings conducted by SCG. In addition, delayed readings taken within the open boreholes did not identify free water. Based on the lack of water within the borings, and the moisture contents of the recovered soil samples, the static groundwater table is considered to have existed at a depth in excess of 50 feet at the time of the subsurface exploration. There is one groundwater monitoring well within the limits of the Project site. Water level reading within this monitoring well indicates a high groundwater level of 84 feet below ground surface (bgs) in April 1999. (SCG, 2023, p. 10)

I. *Expansive Soils*

The expansion potential of the on-site soils was evaluated in general accordance with American National Standards Institute (ASTM) standard D-4829. Based on the results of the analysis, on-site soils are estimated to have an Expansion Index (EIR) of between 2 and 27, indicating the expansion potential on site ranges from "low" to "very low." (SCG, 2023, p. 20)

J. *Site Inundation Potential*

The potential for hazards such as tsunamis, inundation, and seiches is considered to be very low because no significant bodies of water are present within several miles of the Project site (SCG, 2023, p. 16).

K. *Paleontological Resources*

1. *Museum Records Search*

The Natural History Museum of Los Angeles County (NHMLA) does not contain records of fossil localities from within the Project site or offsite improvement areas; however, numerous fossil localities have been recorded in the vicinity from the same sedimentary deposits as those within the Project area, whether mapped at the surface or anticipated to be present in the subsurface. Fossil locality records retained by the NHMLA are presented in Table 1 of the Project's Paleontological Assessment. (PaleoWest, 2023, p. 10)

2. *Geology and Paleontological Sensitivity*

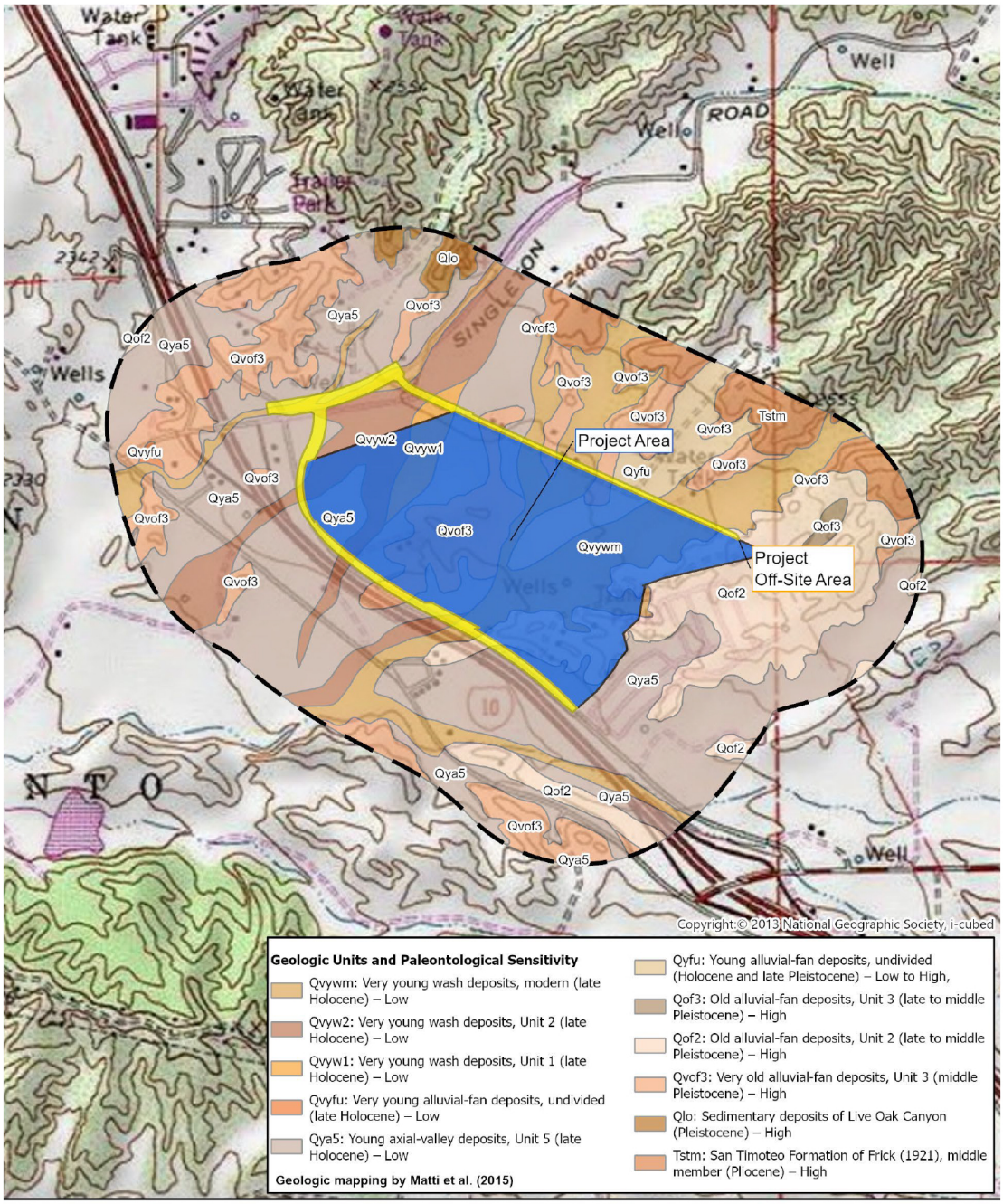
Geologic units present on the Project site and in immediately surrounding areas and their attendant levels of sensitivity for containing paleontological resources are depicted on Figure 4.7-2, *Geologic and Paleontological Sensitivity Map*, and summarized in Table 4.7-2, *Geologic Units and Paleontological Sensitivity*. A detailed description of the geologic units present on-site and within immediately surrounding areas is presented in detail in the "Results" section of the Project's Paleontological Assessment (*Technical Appendix I*).

Table 4.7-2 Geologic Units and Paleontological Sensitivity

Geologic Symbol	Geologic Unit	Paleontological Sensitivity
Qvywm	Late Holocene very young wash deposits, modern	Low
Qvyw2	Late Holocene very young wash deposits, Unit 2	Low
Qvyw1	Late Holocene very young wash deposits, Unit 1	Low
Qvyfu	Late Holocene very young alluvial-fan deposits, undivided	Low
Qya5	Late Holocene young axial-valley deposits, Unit 5	Low
Qyfu	Holocene to late Pleistocene young alluvial-fan deposits, undivided	Low to High
Qof3	Late to Middle Pleistocene old alluvial-fan deposits, Unit 3	High
Qof2	Late to middle Pleistocene old alluvial-fan deposits, Unit 2	High
Qvof3	Middle Pleistocene very old alluvial-fan deposits, Unit 3	High
Qlo	Pleistocene sedimentary deposits of Live Oak Canyon	High
Tstm	Pliocene San Timoteo Formation of Frick (1921), middle member	High

(PaleoWest, 2023, pp. 8-10 and Figure 3)

As shown in Table 4.7-2 and on Figure 4.7-2, the surface of the Project site and off-site improvement areas are mapped as late Holocene very young wash deposits, modern (Qvywm); late Holocene very young wash deposits, Unit 2 (Qvyw2); late Holocene very young wash deposits, Unit 1 (Qvyw1); late Holocene young axial-valley deposits, Unit 5 (Qya5); Holocene to late Pleistocene young alluvial-fan deposits, undivided (Qyfu); late to middle Pleistocene old alluvial-fan deposits, Unit 2 (Qof2); and middle Pleistocene very old alluvial-fan deposits, Unit 3 (Qvof3). Although not within the bounds of the Project site, the following geologic units are also present with a quarter mile of the Project site boundary and may be present within the Project



Source(s): PaleoWest, LLC (07-18-2023)

Figure 4.7-2

Not to Scale

Geologic and Paleontological Sensitivity Map

site either at the surface or at depth: late Holocene very young alluvial-fan deposits, undivided (Qvyfu); late to middle Pleistocene old alluvial-fan deposits, Unit 3 (Qof3); Pleistocene sedimentary deposits of Live Oak Canyon (Qlo); and Pliocene San Timoteo Formation of Frick (1921), middle member (Tstm). (PaleoWest, 2023, pp. 8-10)

According to the Society of Vertebrate Paleontology (SVP), late Holocene sediments are typically too young to contain scientifically significant paleontological resources. Therefore, late Holocene very young wash deposits, modern (Qvywm); late Holocene very young wash deposits, Unit 2 (Qvyw2); late Holocene very young wash deposits, Unit 1 (Qvyw1); and late Holocene young axial-valley deposits, Unit 5 (Qya5) that are mapped at the surface within the Project area all have low paleontological sensitivity. Although not mapped at the surface within the bounds of the Project area, late Holocene very young alluvial-fan deposits, undivided (Qvyfu) are mapped approximately a quarter mile away to the west and may be lumped (i.e., unmapped) with other late Holocene deposits within portions of the Project area. If present but unmapped within the Project area, these deposits also have low paleontological sensitivity. Note that late Holocene deposits may be underlain at shallow depths (e.g., 5 feet below ground surface [bgs]) by older geologic units of an appropriate age to preserve paleontological resources. (PaleoWest, 2023, pp. 8-10)

The SVP specifies that middle to early Holocene and older sedimentary deposits are of an appropriate age to yield significant fossils. Although the uppermost sediments of the Holocene to late Pleistocene young alluvial-fan deposits, undivided (Qyfu) mapped at the surface of the Project area may be too young to contain important fossils, they may transition at shallow depth to sediments of appropriate age that can preserve scientifically important fossils. The depth to this transition is unknown but may be as shallow as 5 feet bgs based on the presence of late and/or middle Pleistocene sediments immediately adjacent to this mappable extent of this unit within the Project area, as well as Pleistocene fossil discoveries in the Project's vicinity. Therefore, Holocene to late Pleistocene young alluvial-fan deposits, undivided have a low to high paleontological sensitivity, increasing with depth. (PaleoWest, 2023, p. 10)

Late to middle Pleistocene old alluvial-fan deposits, Unit 2 (Qof2) and middle Pleistocene very old alluvial-fan deposits, Unit 3 (Qvof3) are mapped at the surface within the Project area. Additionally, late to middle Pleistocene old alluvial-fan deposits, Unit 3 (Qof3); Pleistocene sedimentary deposits of Live Oak Canyon (Qlo); and Pliocene San Timoteo Formation of Frick, middle member (Tstm) are mapped immediately outside the Project area along its the northeastern boundary and may be present within the subsurface of the Project area, underlying younger deposits due to tectonic displacement associated with the nearby Cherry Valley Fault. Pleistocene and Pliocene geologic formations have yielded numerous paleontological resources throughout the region. Therefore, these geologic units, whether present at the surface or in the subsurface (e.g., 5 ft bgs), have a high paleontological sensitivity. (PaleoWest, 2023, pp. 10-11)

4.7.2 Regulatory Setting

The following is a brief description of the regulatory setting pertaining to the topics of geology, soils, and paleontological resources.

A. Federal Regulations

1. Clean Water Act

The Clean Water Act (CWA) establishes the basic structure for regulating discharges of pollutants into the waters of the United States and regulating quality standards for surface waters. The basis of the CWA was enacted in 1948 and was called the Federal Water Pollution Control Act, but the Act was substantially reorganized and expanded in 1972. "Clean Water Act" became the Act's common name with amendments in 1972. Under the CWA, the Environmental Protection Agency (EPA) has implemented pollution control programs such as setting wastewater standards for industry, and also has set water quality standards for all contaminants in surface waters. The CWA made it unlawful to discharge any pollutant from a point source into navigable waters, unless a permit was obtained. EPA's National Pollutant Discharge Elimination System (NPDES) permit program controls discharges. Point sources are discrete conveyances such as pipes or man-made ditches. Individual homes that are connected to a municipal system, use a septic system, or do not have a surface discharge do not need an NPDES permit; however, industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters. (EPA, 2022d)

2. Paleontological Resources Preservation Act

The Paleontological Resources Preservation Act (PRPA) was signed into law on March 30, 2009 (Public Law 111-11, Title VI, Subtitle D; 16 U.S.C. §§ 470aaa - 470aaa-11). PRPA directs the Department of Agriculture (U.S. Forest Service) and the Department of the Interior (National Park Service, Bureau of Land Management, Bureau of Reclamation, and Fish and Wildlife Service) to implement comprehensive paleontological resource management programs. § 6310 of PRPA specifically states, "As soon as practical after the date of enactment of this Act, the Secretary shall issue such regulations as are appropriate to carry out this subtitle, providing opportunities for public notice and comment." (NPS, 2022f)

B. State Regulations

1. Alquist-Priolo Earthquake Fault Zoning Act (A-P Act)

The Alquist-Priolo Earthquake Fault Zoning Act (A-P Act) was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. The A-P Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The A-P Act only addresses the hazard of surface fault rupture and is not directed toward other earthquake hazards. (CA Legislative Info, n.d.) The A-P Act requires the State Geologist to establish regulatory zones (known as Earthquake Fault Zones) around the surface traces of active faults and to issue appropriate maps. ["Earthquake Fault Zones" were called "Special Studies Zones" prior to January 1, 1994.] The maps are distributed to all affected cities, counties, and state agencies for their use in planning and controlling new or renewed construction. Local agencies must regulate most development projects within the zones. Projects include all land divisions and most structures for human occupancy. Single family wood-frame and steel-frame dwellings up to two stories not part of a development of four units or more are exempt. However, local agencies can be more restrictive than state law requires. (CA Legislative Info, n.d.)

Before a project can be permitted, cities and counties must require a geologic investigation to demonstrate that proposed buildings will not be constructed across active faults. An evaluation and written report of a specific

site must be prepared by a licensed geologist. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back from the fault (generally 50 feet). (CA Legislative Info, n.d.)

2. Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act (SHMA) of 1990 (Public Resources Code, Chapter 7.8, § 2690-2699.6) directs the Department of Conservation, California Geological Survey to identify and map areas prone to liquefaction, earthquake-induced landslides, and amplified ground shaking. The purpose of the SHMA is to minimize loss of life and property through the identification, evaluation, and mitigation of seismic hazards. (CDC, n.d.)

Staff geologists in the Seismic Hazards Program gather existing geological, geophysical, and geotechnical data from numerous sources to produce the Seismic Hazard Zone Maps. They integrate and interpret these data regionally in order to evaluate the severity of the seismic hazards and designate as Zones of Required Investigation (ZORI) those areas prone to liquefaction and earthquake–induced landslides. Cities and counties are then required to use the Seismic Hazard Zone Maps in their land use planning and building permit processes. (CDC, n.d.)

The law requires the State Geologist to establish regulatory zones (Zones of Required Investigation) and to issue appropriate maps (Seismic Hazard Zone maps). These maps are distributed to all affected cities, counties, and state agencies for their use in planning and controlling construction and development. Single-family wood-frame or steel-frame dwellings up to two stories not part of a development of four or more units are exempt from the state requirements. However, local agencies can be more restrictive than state law requires. (CDC, n.d.; CGS, 2008, p. 5)

Before a development permit can be issued or a subdivision approved, cities and counties must require a site-specific investigation to determine whether a significant hazard exists at the site and, if so, recommend measures to reduce the risk to an acceptable level. The investigation must be performed by state-licensed engineering geologists and/or civil engineers. (CDC, n.d.)

The SHMA requires site-specific geotechnical investigations be conducted within the ZORI to identify and evaluate seismic hazards and formulate mitigation measures prior to permitting most developments designed for human occupancy. (CDC, n.d.)

3. Natural Hazards Disclosure Act

The Natural Hazards Disclosure Act, effective June 1, 1998 (as amended June 9, 1998), requires that sellers of real property and their agents provide prospective buyers with a "Natural Hazard Disclosure Statement" when the property being sold lies within one or more state-mapped hazard areas, including a Seismic Hazard Zone. (CA Legislative Info, n.d.)

The law requires the State Geologist to establish regulatory zones (Zones of Required Investigation) and to issue appropriate maps (Seismic Hazard Zone maps). These maps are distributed to all affected cities, counties,

and state agencies for their use in planning and controlling construction and development. Single-family frame dwellings up to two stories not part of a development of four or more units are exempt from the state requirements. However, local agencies can be more restrictive than state law requires. (CA Legislative Info, n.d.)

Before a development permit can be issued or a subdivision approved, cities and counties must require a site-specific investigation to determine whether a significant hazard exists at the site and, if so, recommend measures to reduce the risk to an acceptable level. The investigation must be performed by state-licensed engineering geologists and/or civil engineers. (CA Legislative Info, n.d.)

4. Essential Services Building Seismic Safety Act

In 1986, the California Legislature determined that buildings providing essential services should be capable of providing those services to the public after a disaster. Their intent in this regard was defined in legislation known as the Essential Services Buildings Seismic Safety Act of 1986 and includes requirements that such buildings shall be "…designed and constructed to minimize fire hazards and to resist…the forces generated by earthquakes, gravity, and winds." This enabling legislation can be found in the California Health and Safety Code, Chapter 2, § 16000 through 16022. In addition, the California Building Code defines how the intent of the act is to be implemented in Title 24, Part 1 of the California Building Standards Administrative Code, Chapter 4, Articles 1 through 3. (CAB, n.d.)

5. California Building Standards Code (Title 24)

California Code of Regulations (CCR) Title 24 is reserved for state regulations that govern the design and construction of buildings, associated facilities, and equipment. These regulations are also known as building standards (reference California Health and Safety Code § 18909). Health and Safety Code (state law) § 18902 gives CCR Title 24 the name California Building Standards Code (CBSC). (CBSC, 2022, p. 1)

The CBSC in CCR Title 24 is published by the California Building Standards Commission and it applies to all building occupancies (see Health and Safety Code §§ 18908 and 18938) throughout the State of California. Cities and counties are required by state law to enforce CCR Title 24 (reference Health and Safety Code §§ 17958, 17960, 18938(b), and 18948). Cities and counties may adopt ordinances making more restrictive requirements than provided by CCR Title 24, because of local climatic, geological, or topographical conditions. Such adoptions and a finding of need statement must be filed with the California Building Standards Commission (Reference Health and Safety Code §§ 17958.7 and 18941.5). (CBSC, 2022, p. 1)

6. California Administrative Code, Title 14, § 4308

§ 4308, *Archaeological Features*, of Title 14 of the California Administrative Code provides that: "No person shall remove, injure, disfigure, deface, or destroy any object of archaeological, or historical interest or value." (CCR, n.d.)

7. California Public Resources Code

Public Resources Code § 5097.5 states that "A person shall not knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over the lands." (CCR, n.d.)

Public Resources Code § 30244 states that, "Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required." (CCR, n.d.)

C. Regional Plans, Policies, and Regulations

1. South Coast Air Quality Management District (SCAQMD) Rule 403

Rule 403 requires the implementation of best available dust control measures (BACM) during active operations capable of generating fugitive dust. This rule also requires activities defined as "large operations" to notify the South Coast AQMD by submitting specific forms. A large operation is defined as any active operation on property containing 50 or more acres of disturbed surface area; or any earth moving operation with a daily earth-moving or throughput volume of 3,850 cubic meters (5,000 cubic yards), three times during the most recent 365-day period. (SCAQMD, 2022)

D. Local Plans, Policies, and Regulations

1. City of Calimesa General Plan

The Calimesa 2014 General Plan Safety Element addresses safety and hazards related to the potential release of hazardous materials into the community and general issues related to police and fire protection services. The goals, policies, and actions identify viable solutions to minimize the potential risk of death, injuries, property damage, and economic hardship and social displacement resulting from fires, floods, earthquakes, landslides, and other hazards. (City of Calimesa, 2014, p. 8-1)

The Calimesa 2014 Resource Management Element provides for the conservation, development, management, and use of natural resources, including water, wildlife, scenic, and other natural resources. Text identifies goals and policies that are meant to balance the City's actions regarding land use, circulation, and other issues with their potential effects on resource conservation (City of Calimesa, 2014, p. 6-1)

2. City of Calimesa Municipal Code

The City of Calimesa Municipal Code Chapter 15.05 adopts by reference the California Building Code. The California Building Code regulates the construction, alteration, repair, moving, demolition, conversion, occupancy, use, and maintenance of all buildings and structures in the City of Calimesa. (City of Calimesa, 2022)

City of Calimesa Municipal Code Chapter 16.10 is established to protect and enhance the water quality of city watercourses, water bodies, ground water, and wetlands in a manner pursuant to and consistent with the Federal Clean Water Act, Porter-Cologne Water Quality Control Act any applicable state or federal regulations promulgated thereto, and any related administrative orders or permits issued in connection therewith.

4.7.3 Basis for Determining Significance

Section VII of Appendix G to the CEQA Guidelines addresses typical adverse effects due to geological conditions, and includes the following threshold questions to evaluate the Project's impacts resulting from geologic or soil conditions:

a. *Directly or indirectly cause 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? Refer to Division of Mines and Geology Special Publication 42;*
    ii. *Strong seismic ground shaking;*
    iii. *Seismic-related ground failure, including liquefaction; or*
    iv. *Landslides;*

b. *Result in substantial soil erosion or the loss of topsoil;*

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;*

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

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

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

4.7.4 Impact Analysis

Threshold a:	***Would the Project directly or indirectly cause 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? Refer to Division of Mines and Geology Special Publication 42;

ii) strong seismic ground shaking;

iii) seismic-related ground failure, including liquefaction;

iv) landslides?

A. Rupture of Known Earthquake Fault

As previously discussed, the Project site is near active faults and fault zones (Cherry Valley fault, San Timoteo fault, and Banning fault); however, no evidence of faulting (i.e., fault scarps, fault line scarps, drainage offsets, etc.) was observed at the Project site during the field investigation (SCG, 2023, p. 12). As such, the Project would not directly or indirectly expose people or structure to substantial adverse effects related to ground rupture. Therefore, impacts would be less than significant.

B. Strong Seismic Ground Shaking

The Project site is located in a seismically active area of Southern California and is expected to experience moderate to severe ground shaking during the lifetime of the Project. This risk is not considered substantially different than that of other similar properties in the Southern California area. As a mandatory condition of Project approval, the Project Applicant would be required to construct the proposed building(s) in accordance with the California Building Code, which provides standards that must be met to safeguard life or limb, health, property, and public welfare by regulating and controlling the design, construction, quality of materials, use and occupancy, location, and maintenance of all buildings and structures, and have been specifically tailored for California earthquake conditions. In addition, the California Building Code requires development project applicants to prepare geologic engineering reports to identify site-specific geologic and seismic conditions and implement the site-specific recommendations contained therein to preclude adverse effects involving unstable soils and strong seismic ground-shaking, including, but not limited to, recommendations related to ground stabilization, selection of appropriate foundation type and depths, and selection of appropriate structural systems. The Project Applicant retained a professional geotechnical firm, SCG, to prepare a Geotechnical Investigation for the Project site, which is included as *Technical Appendix H* to this EIR. This Geotechnical Investigation complies with the requirements of the California Building Code. With mandatory compliance with building code standards and site-specific design and construction measures, implementation of the Project would not directly or indirectly expose people or structures to substantial adverse effects, including loss, injury or death, involving seismic ground shaking. Therefore, impacts would be less than significant and no mitigation is required.

C. Seismic-Related Ground Failure/Liquefaction

According to Figure SAF-2, *Liquefaction Susceptibility*, the Project site is within an area with a moderate potential for liquefaction (City of Calimesa, 2014, Figure SAF-2). However, the soil conditions encountered at the boring locations are not considered to be conducive to liquefaction. These conditions consist of surficial younger alluvial sediments underlain by medium dense to very dense older alluvium and dense to very dense weathered bedrock. In addition, there is no groundwater within the upper 50 feet below the ground surface.

Based on these considerations, liquefaction is not considered to be a design concern for this Project. (SCG, 2023, p. 18).

Regardless, as noted above, the City of Calimesa would require the Project site be developed in accordance with the latest applicable seismic safety guidelines, including the standard requirements of the California Building Code to minimize potential liquefaction hazards. In addition, the Project would be required by the City of Calimesa to comply with the grading and construction recommendations contained within the Geotechnical Investigation for the Project site (see *Technical Appendix H*) to further reduce the risk of seismic-related ground failure due to liquefaction. Therefore, implementation of the Project would not directly or indirectly expose people or structures to substantial hazards associated with seismic-related ground failure and/or liquefaction hazards. Therefore, impacts would be less than significant and no mitigation is required.

D. Landslides

As previously discussed, no evidence of landslides or deep-seated slope instability was noted during SCG's field investigation. However, the loose granular soils on sloping ground surfaces could be prone to surficial failures. (SCG, 2023, p. 19) Mandatory compliance with the recommendations, such as creating cut slopes with a maximum inclination of 2:1 (horizontal:vertical), contained within the Project's Geotechnical Investigation would ensure that the Project is engineered and constructed to maximize stability and preclude safety hazards to on-site and abutting off-site areas. With mandatory compliance with the recommendations contained within the Project's Geotechnical Investigation (*Technical Appendix H*), the Project would not be exposed to substantial landslide risks, and implementation of the Project would not pose a substantial direct or indirect landslide risk to surrounding properties. Therefore, impacts would be less than significant and no mitigation is required.

***Threshold b:* Would the Project result in substantial soil erosion or the loss of topsoil?**

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

A. Construction-Related Erosion Impacts

Under existing conditions, the Project site is undeveloped, except for one vacant residence within the west-central portion of the Project site, has no or little vegetative cover, and contains loose and dry topsoil conditions, and thus, has is susceptible to erosion by wind and water under existing conditions. Development of the Project would result in grading and construction activities which would further disturb soils on the property. Disturbed soils would be subject to potential erosion during rainfall events or high winds due to the removal of stabilizing vegetation and exposure of these erodible materials to wind and water.

Pursuant to the requirements of the State Water Resources Control Board (SWRCB), the Project Applicant would be required to obtain coverage under the State's General Construction Storm Water Permit for construction activities (National Pollutant Discharge Elimination System [NPDES] permit). The NPDES permit is required for all development projects that include construction activities, such as clearing, grading,

and/or excavation, that disturb at least one (1) acre of total land area. Compliance with the NPDES permit involves the preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP) for construction-related activities. The SWPPP will specify the Best Management Practices (BMPs) that the Project Applicant will be required to implement during construction activities to ensure that waterborne pollution, including erosion/sedimentation, is prevented, minimized, and/or otherwise appropriately treated prior to surface runoff being discharged from the subject property. Examples of BMPs that may be utilized during construction include, but are not limited to, sandbag barriers, geotextiles, storm drain inlet protection, sediment traps, rip rap soil stabilizers, and hydro-seeding. Mandatory compliance with the SWPPP would ensure that the Project's implementation does not violate any water quality standards or waste discharge requirements during construction activities.

In addition, proposed construction activities would be required to comply with South Coast Air Quality Management District (SCAQMD) Rule 403, which would reduce the amount of particulate matter in the air and minimize the potential for wind erosion. Rule 403 requires that certain construction practices be following that limit dust and dirt from leaving the construction site. For example, no dust is allowed to be tracked out of the site by more than 25 feet. With mandatory compliance to the requirements noted in the Project's SWPPP, as well as mandatory compliance to applicable regulatory requirements including but not limited to SCAQMD Rule 403, the potential for water and/or wind erosion impacts during Project construction would be reduced to less-than-significant levels.

B. Post-Development Erosion Impacts

Upon Project build-out, the Project site would be covered by buildings, landscaping, and impervious surfaces. Stormwater runoff from the Project site would be captured, treated to reduce waterborne pollutants (including sediment), and filtered into the ground by the proposed underground modular wetland system (MWS) vaults and CMP chamber detention systems with orifice outlets. Accordingly, the amount of erosion that occurs on the Project site would be minimized upon build out of the Project and would be reduced relative to existing conditions, resulting in less-than-significant impacts.

However, due to the increase in impervious surfaces on site, runoff from the site following development has the potential to contribute to erosion hazards downstream. Based on the results of the Project's Drainage Studies (EIR *Technical Appendices M.1 through M.6*), although the Project has the potential to result in a substantial increase in peak flows from the Project site, the proposed CMP chamber detention systems with orifice outlets would be designed with the necessary storage capacity to mitigate onsite flows (Webb, 2022a, pp. 1-2 and 4-2). As such, and as compared to the existing condition, the Project would not result in an increase in peak runoff from the site, and therefore runoff from the Project site would not cause or contribute to any increased erosion hazards downstream. Impacts would be less than significant.

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

Landslides

No evidence of landslides or deep-seated slope instability was noted during SCG's field investigation. However, loose granular soils on sloping ground surfaces have the potential to be prone to surficial failures. Based on SCG's review of the Project's conceptual grading plans, cut and fill slopes on the order of 20 to 30 feet or more in height would be necessary to facilitate the grading and construction of new development. Newly constructed fill slopes, comprised of properly compacted engineering fill, at inclinations of 2:1 or flatter would possess adequate gross stability. In addition, cut slopes within alluvium with inclinations of 2:1 or flatter are expected to possess adequate stability. The Project's Geotechnical Investigation recommended that further evaluation of cut slope conditions should be evaluated during site grading and did not recommend slopes steeper than 2:1. Cut slopes excavated within the existing granular alluvial soils may be subject to surficial instability due to the lack of cohesion within these materials. Therefore, stability fills may be required within these areas. This condition may affect the proposed cut slopes at the site. The Project's Geotechnical Investigation recommended the need for stability fills will be evaluated by SCG as part of the future detailed grading plan review and during site grading. (SCG, 2023, p. 19) Because the Project would be engineered for long-term stability and constructed in accordance with the site-specific recommendations contained within the Project's geotechnical report (*Technical Appendix H)*, impacts associated with landslide hazards would be less than significant and no mitigation is required.

Lateral Spreading

Lateral spreading is primarily associated with liquefaction hazards. As noted above under the discussion of Threshold a., due to the site's lack of potential to be subject to liquefaction hazards, the potential for lateral spreading is considered low. Thus, impacts due to lateral spreading would be less than significant. (SCG, 2023, p. 18)

Subsidence

Minor ground subsidence is expected to occur in the soils below the zone of removal, due to settlement and machinery working. The subsidence is estimated to be 0.1 to 0.15 feet. (SCG, 2023, p. 21) With mandatory compliance with building code standards and site-specific design and construction measures contained in the Project's Geotechnical Investigation (EIR *Technical Appendix H*), impacts due to ground subsidence would be less than significant.

Liquefaction

As indicated under the analysis of Threshold a., the Project site is within an area with a moderate potential for liquefaction (City of Calimesa, 2014, Figure SAF-2). However, the soil conditions encountered at the boring locations are not considered to be conducive to liquefaction. These conditions consist of surficial younger alluvial sediments underlain by medium dense to very dense older alluvium and dense to very dense weathered

bedrock. In addition, there is no groundwater within the upper 50 feet below the ground surface. Based on these considerations, impacts due to liquefaction hazards would be less than significant. (SCG, 2023, p. 17).

Collapse

Disturbed alluvium soils were encountered at six (6) of the boring locations conducted by SCG, extending to depths of 2½ to 7 feet. These materials are disturbed, non-uniform, and possess unfavorable consolidation/collapse characteristics and therefore, are considered to be unsuitable for the support the proposed structures. However, development on site would be subject to compliance with the grading recommendations provided in the Project's Geotechnical Investigation (EIR *Technical Appendix H*). As recommended by the Project's Geotechnical Investigation, significant remedial grading will be necessary in order to remove the highly compressible/collapsible younger alluvial soils and replace these materials as compacted structural fill. Over excavations are anticipated to extend to depths of 2½ to 32 in the proposed building pad areas. The underlying older alluvium possess greater strengths and relative densities and are considered to be suitable to support new structural fill and improvements. The results of laboratory testing performed on samples of the older alluvial soils indicates that the older alluvial soils possess more favorable consolidation and collapse characteristics than the overlying younger alluvial soils. Based on review of the conceptual grading plans, cut and fill slopes on the order of 20 to 30 feet or more in height will be necessary to facilitate the grading and construction of a new development. Based on SCG's slope stability analysis, new cut and fill slopes should have adequate safety factors. Nonetheless, this is evaluated as a potentially significant impact for which mitigation would be required. (SCG, 2023, pp. 18-19)

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

SCG evaluated the expansion potential for the near-surface soils and determined that the near-surface soils possess a very lot to low expansion potential (EI = 2 to 27). Based on the presence of expansive soils, adequate moisture conditioning of the subgrade soils and fill soils will be necessary during grading, and special care must be taken to maintaining moisture content of these soils at 0 to 4% above the Modified Proctor optimum. This will require the contractor to frequently moisture condition these soils throughout the grading process, unless grading occurs during a period of relatively wet weather. (SCG, 2023, p. 20) Accordingly, the Project would not be located on expansive soil, as defined in § 1803.5.3 of the California Building Code and would not create substantial risks to life or property. However, it should be noted that some of the deeper soil layers contain clay and could potentially have a higher expansion potential. Therefore, the Geotechnical Investigation recommends additional testing during grading or after the building pads are completed, as appropriate. Thus, because the Project has the potential to be impacted by expansive soils in the deeper soil layers underlying the Project site, the Project has the potential to create substantial direct or indirect risks to life or property. This is evaluated as a potentially significant impact for which mitigation would be required.

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

Sewer service to the Project would be provided by the Yucaipa Valley Water District (YVWD) and no septic tanks or alternative wastewater disposal systems are proposed as part of the Project. Accordingly, no impact would occur.

Threshold f: ***Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?***

The Project site has geologic units that have a "high" paleontological sensitivity (refer to Figure 4.7-2). The higher amount of ground disturbances within geologic units of high paleontological sensitivity, the greater the potential for negative impacts to paleontological resources. The extent of ground-disturbing activities within the Project area and offsite improvement areas may involve grading, excavating, and trenching. Therefore, ground disturbances in Pleistocene deposits (Qof2, Qvof3) may result in impacts to significant paleontological resources. Ground disturbances greater than 5 ft bgs in areas mapped as Holocene alluvium (Qvywm, Qvyw2, Qvyw1, Qya5, Qyfu) may result in impacts to older geologic units with high paleontological sensitivity, Disturbances to these geologic units may result in impacts to significant paleontological resources. Destruction of scientifically important fossils during Project-related earthwork activities would be considered a significant impact under CEQA and mitigation would be required.

4.7.5 Cumulative Impact Analysis

With the exception of erosion hazards and paleontological resources, potential effects due to geology and soils are inherently restricted to the areas proposed for development and would not contribute to cumulative impacts associated with other existing, planned, or proposed development. That is, thresholds including fault rupture, seismic ground shaking, liquefaction, landslides, expansive soils, and other geologic hazards would involve effects to (and not from) the proposed development and are specific to on-site conditions. Accordingly, addressing these potential hazards for the proposed development would involve using measures to conform to existing requirements, and/or site-specific design and construction efforts that have no relationship to, or impact on, off-site areas. Because of the site-specific nature of these potential hazards and the measures to address them, there would be no connection to similar potential issues or cumulative effects to or from other properties. Cumulatively-considerable impacts would be less than significant.

During both near-term construction and long-term operation, measures would be incorporated into the Project's design to ensure that significant erosion hazards do not occur. Other developments within the cumulative study area would be required to comply with similar requirements, such as the need to obtain an NPDES permit and mandatory compliance with the resulting SWPPPs. All projects in the cumulative study area also would be required to demonstrate that measures have been incorporated to ensure that development does not result in substantial increases in the amount or rate of runoff under long-term operating conditions, which could in turn increase soil erosion. Further, all projects in the cumulative study area also would be required to comply with SCAQMD Rule 403, which would preclude water- and wind-related erosion hazards during construction. Therefore, because the Project would result in less-than-significant erosion impacts, and

because other projects within the cumulative study area would be subject to similar requirements to control erosion hazards during construction and long-term operation, cumulatively-considerable impacts associated with wind and water erosion hazards are evaluated as less than significant.

The proposed Project would result in potentially significant impacts to subsurface paleontological resources. Other developments within the region occurring on soils/geologic units with a high potential for containing paleontological resources also have the potential to impact subsurface unique paleontological resources during grading and excavation. Therefore, the Project's potential impacts to paleontological resources on site would be cumulatively considerable.

4.7.6 Significance of Impacts Before Mitigation

Threshold a: Less-than-Significant Impact. Implementation of the Project would not expose people or structures to substantial direct or indirect adverse effects related to liquefaction or fault rupture. The Project site is subject to seismic ground shaking associated with earthquakes; however, mandatory compliance with local and State regulatory requirements and building codes would ensure that the Project minimizes potential hazards related to seismic ground shaking to less than significant levels.

Threshold b: Less-than-Significant Impact. The Project would not result in substantial soil erosion or loss of topsoil. The Project Applicant would be required to obtain an NPDES permit for construction activities and adhere to a Stormwater Pollution Prevention Plan (SWPPP) as well as SCAQMD Rule 403. With mandatory compliance to these regulatory requirements, the potential for water and wind erosion impacts during construction would be less than significant. Following development, wind and water erosion on the Project site would be minimized, as the areas disturbed during construction would be landscaped or covered with impervious surfaces and drainage would be controlled through a storm drain system. Furthermore, the proposed CMP chamber detention systems with orifice outlets would be designed with the necessary storage capacity to mitigate onsite flows to ensure that the Project does not cause or contribute to erosion hazards downstream. Impacts would be less than significant.

Threshold c: Significant Direct Impact. There is no potential for the Project's construction or operation to cause, or be impacted by, on- or off-site landslides, lateral spreading, subsidence, or liquefaction. However, additional subsurface exploration, lab testing, and engineering analysis is recommended by the Project's Geotechnical Investigation at selected locations throughout the site within the proposed building footprints in order to evaluate the depth of younger alluvium at more locations that could be subject to collapse hazards. This is evaluated as a potentially significant impact for which mitigation is required.

Threshold d: Significant Direct Impact. SCG evaluated the expansion potential for the near-surface soils and determined that the near-surface soils possess a very low to low expansion potential (EI = 2 to 27). However, some of the deeper soil layers contain clay and could potentially have a higher expansion potential. Thus, because the Project has the potential to be impacted by expansive soils in the deeper soil layers underlying the Project site, the Project has the potential to create substantial direct or indirect risks to life or property. This is evaluated as a potentially significant impact for which mitigation would be required.

Threshold e: No Impact. No septic tanks or alternative wastewater disposal systems are proposed to be installed on the Project site. Accordingly, no impact would occur associated with soil compatibility for wastewater disposal systems.

Threshold f: Significant Direct and Cumulatively Considerable Impact. The Project has geologic units with a high paleontological sensitivity. Therefore, the Project's construction activities have the potential to unearth and adversely impact an unknown unique paleontological resource or site or unique geologic feature that may be buried beneath the ground surface.

4.7.7 Regulatory Requirements and Design Features

The following are applicable regulatory requirements and proposed Project design features that reduce geology and soil impacts. These items do not meet CEQA's definition for mitigation because mitigation measures are not to be duplicative of mandatory requirements or repetitive of features the Project Applicant is proposing as part of the Project and is obligated to implement through the Project's entitlement permits and approvals. Applicable regulatory requirements (RRs) and Project features (PFs) are listed below for informational purposes.

RR 4.7-1 The Project's construction contractors are required to comply with the provisions of SCAQMD Rule 403 by addressing blowing dust from the Project's construction activities.

RR 4.7-2 The Project's construction activities are required to comply with the provisions of City of Calimesa Municipal Code Chapter 15.05, which requires that all projects comply with California Building Codes.

RR 4.7-3 The Project's construction contractors are required to comply with the provisions of the Project's NPDES permit, and the Project's SWPPP. Compliance with the NPDES permit and the SWPPP will identify and implement an effective combination of erosion control and sediment control measures (i.e., BMPs) to reduce or eliminate discharge to surface water from stormwater and non-stormwater discharges.

4.7.8 Mitigation Measures

MM 4.7-1 As a condition of grading permit issuance, a professional geotechnical engineer shall confirm the subsurface depth of younger alluvium soils through subsurface exploration, lab testing, and engineering analysis. Based on the confirmed depth of younger alluvium, the professional geotechnical engineer with City building inspector concurrence shall identify overexcavation depths required in compliance with the Building Code to attenuate potential collapse hazards beneath proposed structures. The required overexcavation work shall occur during grading, be completed prior to issuance of the first building permit, and be verified by a geotechnical engineer upon issuance of every subsequent building permit.

MM 4.7-2 As a condition of grading permit issuance, all site excavations with the potential to contain expansive soils shall be monitored by a qualified geotechnical engineer. In the event that

deeper soil layers containing clay are encountered during grading activities, the geotechnical engineer shall conduct testing of the material to identify its potential Expansion Index (EI). In the event that the materials are determined to be expansive, then the geotechnical engineer shall implement all necessary remedial measures with City building inspector approval in compliance with the Building Code to ensure that buildings and other improvements placed on the site after grading are not subject to substantial adverse hazards associated with expansive soils.

MM 4.7-3 As a condition of approval for grading permits, a note shall be included on the grading plan(s) requiring that prior to the start of the proposed Project activities, all field personnel shall receive a Worker's Environmental Awareness Program (WEAP) training on paleontological resources. The WEAP training shall provide a description of the laws and ordinances protecting fossil resources, the types of fossil resources that may be encountered in the Project area, the role of the paleontological monitor, outline steps to follow in the event that a fossil discovery is made, and provide contact information for the Project Paleontologist retained to implement the monitoring program of the Project. The WEAP training shall be developed by the Project Paleontologist and can be delivered concurrent with other training including cultural, biological, safety, etc.

MM 4.7-4 Prior to the commencement of ground disturbing activities, a Project Paleontologist shall be retained to prepare and implement a Paleontological Resources Mitigation and Monitoring Plan (PRMMP). The PRMMP shall describe the monitoring required during excavations that extend into Pleistocene and Pliocene sediment, and the location of areas deemed to have a high paleontological sensitivity. Monitoring shall entail the visual inspection of excavated or graded areas and trench sidewalls. If the Project Paleontologist determines full-time monitoring is no longer warranted based on the geologic conditions at depth, then the Project Paleontologist may reduce or cease paleontological monitoring in consultation with the City of Calimesa and the Project Proponent.

MM 4.7-5 If a paleontological resource is discovered, the monitor shall have the authority to temporarily divert the construction equipment around the find until it is assessed for scientific significance and, if appropriate, collected. If the resource is determined to be of scientific significance, the Project Paleontologist shall complete the following:

a. Salvage of Fossils. If fossils are discovered, all work in the immediate vicinity shall be halted to allow the paleontological monitor, and/or Project Paleontologist to evaluate the discovery and determine if the fossil may be considered significant. If the fossils are determined to be potentially significant, the Project Paleontologist (or paleontological monitor) shall recover them following standard field procedures for collecting paleontological as outlined in the PRMMP prepared for the Project. Typically, fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage

periods. In this case, the paleontologist shall have the authority to temporarily direct, divert or halt construction activity to ensure that the fossil(s) can be removed in a safe and timely manner.

b. Fossil Preparation and Curation. The PRMMP shall identify the museum that has agreed to accept the fossils that may be discovered during Project-related excavations. Upon completion of fieldwork, all significant fossils collected shall be prepared in a properly equipped laboratory to a point ready for curation. Preparation may include the removal of excess matrix from fossil materials and stabilizing or repairing specimens. During preparation and inventory, the fossils specimens shall be identified to the lowest taxonomic level practical prior to curation at an accredited museum. The fossil specimens must be delivered to the accredited museum or repository no later than 90 days after all fieldwork is completed. The cost of curation will be assessed by the repository and shall be the responsibility of the Project Proponent.

MM 4.7-6 Upon completion of ground disturbing activities (and curation of fossils if necessary), the Project Paleontologist shall prepare a final paleontological mitigation report outlining the results of the mitigation and monitoring program. The report shall include discussion of the location, duration, and methods of the monitoring; geologic and/or stratigraphic descriptions; and the salvage, evaluation, and curation of significant fossils.

4.7.9 Significance of Impacts After Mitigation

Threshold c: Less-than-Significant Impact with Mitigation Incorporated. Implementation of Mitigation Measure MM 4.7-1 would ensure that the depth of younger alluvium soil is verified at grading permit issuance and that overexcavation of potentially collapsible soil occurs prior to the issuance of building permits. With implementation of the required mitigation, impacts due to potential collapse hazards would be reduced to less-than-significant levels.

Threshold d: Less-than-Significant Impact with Mitigation Incorporated. Implementation of Mitigation Measure MM 4.7-2 would ensure that in the event expansive soils are encountered during grading, remedial measures would be taken to ensure that buildings on the site are not subject to hazards associated with expansive soils. With implementation of the required mitigation, potential impacts due to expansive soils would be reduced to less-than-significant levels.

Threshold f: Less-than-Significant Impact with Mitigation Incorporated. Mitigation Measures MM 4.7-3 through MM 4.7-6 would ensure the proper identification and subsequent proper treatment of any paleontological resources that may be encountered during ground-disturbing construction activities. With implementation of MM 4.7-3 through MM 4.7-6, potential direct and cumulatively considerable impacts to a unique paleontological resource or site or unique geologic feature would be reduced to less than significant.

4.8 GREENHOUSE GAS EMISSIONS

This Subsection 4.8 focuses on the Project's potential impacts to the environment due to emissions of greenhouse gases (GHGs). The analysis in this subsection is based on a technical report prepared by Urban Crossroads, Inc. (herein, "Urban Crossroads"), entitled, "Oak Valley North Specific Plan Greenhouse Gas Analysis" (herein, "GHGA"), dated December 18, 2023, and included as *Technical Appendix J* (Urban Crossroads, 2023d). Refer to Section 7.0, *References*, for a complete list of reference sources.

4.8.1 EXISTING CONDITIONS

A. Introduction to Global Climate Change (GCC)

Global Climate Change (GCC) is defined as the change in average meteorological conditions on the earth with respect to temperature, precipitation, and storms. The majority of scientists believe that the climate shift taking place since the Industrial Revolution is occurring at a quicker rate and magnitude than in the past. Scientific evidence suggests that GCC is the result of increased concentrations of GHGs in the earth's atmosphere, including carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and fluorinated gases. The majority of scientists believe that this increased rate of climate change is the result of GHGs resulting from human activity and industrialization over the past 200 years. (Urban Crossroads, 2023d, p. 24)

An individual project like the Project evaluated herein cannot generate enough GHG emissions to affect a discernible change in global climate. However, the Project may participate in the potential for GCC by its incremental contribution of GHGs combined with the cumulative increase of all other sources of GHGs, which when taken together constitute potential influences on GCC. (Urban Crossroads, 2023d, p. 24)

Global temperatures are regulated by naturally occurring atmospheric gases such as water vapor, CO_2, N_2O, CH_4, hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). These particular gases are important due to their residence time (duration they stay) in the atmosphere, which ranges from 10 years to more than 100 years. These gases allow solar radiation into the earth's atmosphere, but prevent radiative heat from escaping, thus warming the earth's atmosphere. GCC can occur naturally as it has in the past with the previous ice ages. (Urban Crossroads, 2023d, p. 24)

Gases that trap heat in the atmosphere are often referred to as GHGs. GHGs are released into the atmosphere by both natural and anthropogenic activity. Without the natural GHG effect, the earth's average temperature would be approximately 61 degrees Fahrenheit (°F) cooler than it is currently. The cumulative accumulation of these gases in the earth's atmosphere is considered to be the cause for the observed increase in the earth's temperature. (Urban Crossroads, 2023d, p. 24)

B. Greenhouse Gases

1. Greenhouse Gases and Health Effects

GHGs trap heat in the atmosphere, creating a GHG effect that results in global warming and climate change. Many gases demonstrate these properties and are discussed below. Primary contributors to GCC from development projects are from emissions of CO_2, CH_4, and N_2O. Although there are other substances such as

fluorinated gases that also contribute to GCC, these fluorinated gases were not evaluated as their sources are not well-defined and do not contain accepted emissions factors or methodology to accurately calculate these gases. (Urban Crossroads, 2023d, pp. 24-25)

❑ Water

Water is the most abundant, important, and variable GHG in the atmosphere. Water vapor is not considered a pollutant; in the atmosphere it maintains a climate necessary for life. Changes in its concentration primarily are considered to be a result of climate feedbacks related to the warming of the atmosphere rather than a direct result of industrialization. A climate feedback is an indirect, or secondary, change, either positive or negative, that occurs within the climate system in response to a forcing mechanism. The feedback loop in which water is involved is critically important to projecting future climate change. (Urban Crossroads, 2023d, Table 2-1)

As the temperature of the atmosphere rises, more water is evaporated from ground storage (rivers, oceans, reservoirs, soil). Because the air is warmer, the relative humidity can be higher (in essence, the air is able to 'hold' more water when it is warmer), leading to more water vapor in the atmosphere. As a GHG, the higher concentration of water vapor is then able to absorb more thermal indirect energy radiated from the Earth, thus further warming the atmosphere. The warmer atmosphere can then hold more water vapor and so on. This is referred to as a "positive feedback loop." The extent to which this positive feedback loop will continue is unknown as there are also dynamics that hold the positive feedback loop in check. As an example, when water vapor increases in the atmosphere, more of it will eventually condense into clouds, which are more able to reflect incoming solar radiation (thus allowing less energy to reach the Earth's surface and heat it up). (Urban Crossroads, 2023d, Table 2-1)

The main source of water vapor is evaporation from the oceans (approximately 85%). Other sources include evaporation from other water bodies, sublimation (change from solid to gas) from sea ice and snow, and transpiration from plant leaves. (Urban Crossroads, 2023d, Table 2-1)

There are no known direct health effects related to water vapor at this time. It should be noted however that when some pollutants react with water vapor, the reaction forms a transport mechanism for some of these pollutants to enter the human body through water vapor. (Urban Crossroads, 2023d, Table 2-1)

❑ Carbon Dioxide (CO_2)

Carbon Dioxide (CO_2) is an odorless and colorless GHG. Since the industrial revolution began in the mid-1700s, the sort of human activity that increases GHG emissions has increased dramatically in scale and distribution. Data from the past 50 years suggests a corollary increase in levels and concentrations. Prior to the industrial revolution, CO_2 concentrations were fairly stable at 280 parts per million (ppm). Today, they are around 370 ppm, an increase of more than 30%. Left unchecked, the concentration of CO_2 in the atmosphere is projected to increase to a minimum of 540 ppm by the year 2100 as a direct result of anthropogenic sources. (Urban Crossroads, 2023d, Table 2-1)

CO_2 is emitted from natural and man-made sources. Natural sources include the decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing.

Anthropogenic sources include the burning of coal, oil, natural gas, and wood. CO_2 is naturally removed from the air by photosynthesis, dissolution into ocean water, transfer to soils and ice caps, and chemical weathering of carbonate rocks. (Urban Crossroads, 2023d, Table 2-1)

Outdoor levels of CO_2 are not high enough to result in negative health effects. According to the National Institute for Occupational Safety and Health (NIOSH), high concentrations of CO_2 can result in health effects such as headaches, dizziness, restlessness, difficulty breathing, sweating, increased heart rate, increased cardiac output, increased blood pressure, coma, asphyxia, and/or convulsions. While current concentrations of CO_2 in the Earth's atmosphere are estimated to be approximately 370 ppm, the actual reference exposure level (level at which adverse health effects typically occur) is at exposure levels of 5,000 ppm averaged over 10 hours in a 40-hour work week and short-term reference exposure levels of 30,000 ppm averaged over a 15-minute period. (Urban Crossroads, 2023d, Table 2-1)

❑ Methane (CH_4)

Methane (CH_4) is an extremely effective absorber of radiation, although its atmospheric concentration is less than CO_2 and its lifetime in the atmosphere is brief (10-12 years) compared to other GHGs. CH_4 in the atmosphere is generated by many different sources, such as fossil fuel production, transport and use, from the decay of organic matter in wetlands, and as a byproduct of digestion by ruminant animals such as cows. Determining which specific sources are responsible for variations in annual increases of CH_4 is complex, but scientists estimate that fossil fuel production and use contributes roughly 30% of the total CH_4 emissions. These industrial sources of CH_4 are relatively simple to pinpoint and control using current technology. (Urban Crossroads, 2023d, Table 2-1)

CH_4 is extremely reactive with oxidizers, halogens, and other halogen-containing compounds. Exposure to high levels of CH_4 can cause asphyxiation, loss of consciousness, headache, dizziness, nausea, vomiting, weakness, loss of coordination, and an increased breathing rate. (Urban Crossroads, 2023d, Table 2-1)

❑ Nitrous Oxide (N_2O)

Nitrous oxide (N_2O), also known as laughing gas, is a colorless GHG. Concentrations of N_2O also began to rise at the beginning of the industrial revolution. In 1998, the global concentration was 314 parts per billion (ppb). N_2O is produced by microbial processes in soil and water, including those reactions which occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load. It is used as an aerosol spray propellant (i.e., in whipped cream bottles), in potato chip bags to keep chips fresh, and in rocket engines and race cars. N_2O can be transported into the stratosphere, be deposited on Earth's surface, or be converted to other compounds by chemical reaction. (Urban Crossroads, 2023d, Table 2-1)

N_2O can cause dizziness, euphoria, and sometimes slight hallucinations. In small doses, it is considered harmless. However, in some cases, heavy and extended use can cause Olney's Lesions (brain damage). (Urban Crossroads, 2023d, Table 2-1)

❑ Chlorofluorocarbons (CFCs)

Chlorofluorocarbons (CFCs) are gases formed synthetically by replacing all hydrogen atoms in CH_4 or ethane (C_2H_6) with chlorine and/or fluorine atoms. CFCs are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at Earth's surface). CFCs have no natural source. They are found in aerosol sprays, blowing agents for foams and packing materials, as solvents, and as refrigerants. (Urban Crossroads, 2023d, Table 2-1)

In confined indoor locations, working with CFC-113 or other CFCs is thought to result in death by cardiac arrhythmia (heart frequency too high or too low) or asphyxiation. (Urban Crossroads, 2023d, Table 2-1)

❑ Hydrofluorocarbons (HFCs)

Hydrofluorocarbons (HFCs) are synthetic, man-made chemicals that are used as a substitute for CFCs. Out of all the GHGs, they are one of three groups with the highest global warming potential (GWP, described below). The HFCs with the largest measured atmospheric abundances are (in order), fluoroform (CHF_3), 1,1,1,2-tetrafluoroethane (CH_2FCF), and 1,1-difluoroethane (CH_3CF_2). Prior to 1990, the only significant emissions were of CHF_3. CH_2FCF emissions are increasing due to its use as a refrigerant. HFCs are man-made for applications such as automobile air conditioners and refrigerants. No health effects are known to result from exposure to HFCs. (Urban Crossroads, 2023d, Table 2-1)

❑ Perfluorocarbons (PFCs)

Perfluorocarbons (PFCs) have stable molecular structures and do not break down through chemical processes in the lower atmosphere. High-energy ultraviolet rays, which occur about 60 kilometers above Earth's surface, are able to destroy the compounds. Because of this, PFCs have very long lifetimes, between 10,000 and 50,000 years. Two common PFCs are tetrafluoromethane (CF_4) and hexafluoroethane (C_2F_6). The United States Environmental Protection Agency (EPA) estimates that concentrations of CF_4 in the atmosphere are over 70 parts per trillion (ppt). The two main sources of PFCs are primary aluminum production and semiconductor manufacture. No health effects are known to result from exposure to PFCs. (Urban Crossroads, 2023d, Table 2-1)

❑ Sulfur Hexafluoride (SF_6)

Sulfur Hexafluoride (SF_6) is an inorganic, odorless, colorless, nontoxic, nonflammable gas. It also has the highest GWP of any gas evaluated (23,900). The EPA indicates that concentrations in the 1990s were about 4 ppt. SF_6 is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection. In high concentrations in confined areas, the gas presents the hazard of suffocation because it displaces the oxygen needed for breathing. (Urban Crossroads, 2023d, Table 2-1)

❑ Nitrogen Trifluoride (NF_3)

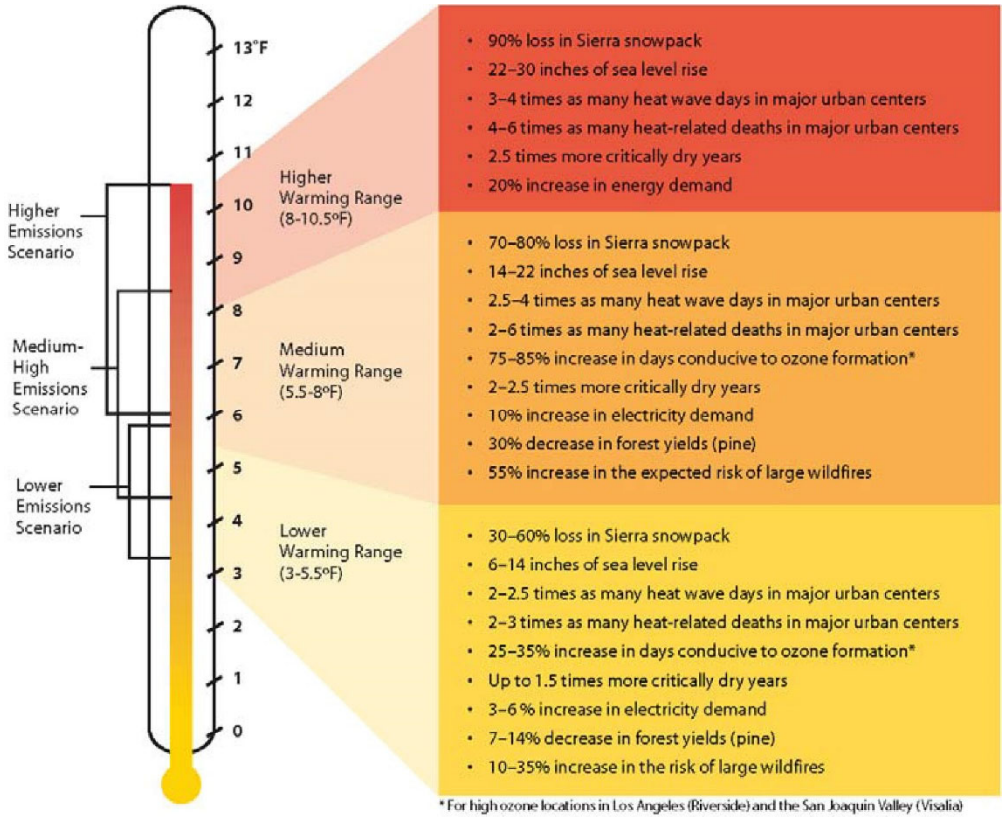
Nitrogen Trifluoride (NF_3) is a colorless gas with a distinctly moldy odor. The World Resources Institute (WRI) indicates that NF_3 has a 100-year GWP of 17,200. NF_3 is used in industrial processes and is produced

in the manufacturing of semiconductors, Liquid Crystal Display (LCD) panels, types of solar panels, and chemical lasers. Long-term or repeated exposure may affect the liver and kidneys and may cause fluorosis. (Urban Crossroads, 2023d, Table 2-1)

2. Potential Global Warming Effects

The potential health effects related directly to the emissions of CO_2, CH_4, and N_2O as they relate to development projects such as the Project are still being debated in the scientific community. Their cumulative effects to GCC have the potential to cause adverse effects to human health. Increases in Earth's ambient temperatures would result in more intense heat waves, causing more heat-related deaths. Scientists also purport those higher ambient temperatures would increase disease survival rates and result in more widespread disease. Climate change would likely cause shifts in weather patterns, potentially resulting in devastating droughts and food shortages in some areas. Figure 4.8-1, *Summary of Projected Global Warming Impact (2070-2099)*, presents the potential impacts of global warming. (Urban Crossroads, 2023d, p. 30)

Figure 4.8-1 Summary of Projected Global Warming Impact (2070-2099)



(Urban Crossroads, 2023d, Exhibit 2-A)

3. Global Warming Potential (GWP)

GHGs have varying Global Warming Potential (GWP) values. GWP of a GHG indicates the amount of warming a gas cause over a given period of time and represents the potential of a gas to trap heat in the atmosphere. CO_2 is utilized as the reference gas for GWP, and thus has a GWP of 1. CO_2 equivalent (CO_2e) is

a term used for describing the difference GHGs in a common unit. CO_2e signifies the amount of CO_2 that would have the equivalent GWP. The atmospheric lifetime and GWP of selected GHGs are summarized in Table 4.8-1, *GWP and Atmospheric Lifetime of Select GHGs*. As shown in Table 4.8-1, GWP for the 2nd Assessment Report, the Intergovernmental Panel on Climate Change (IPCC)'s scientific and socio-economic assessment on climate change, range from 1 for CO_2 to 23,900 for SF_6 and GWP for the IPCC's 6th Assessment Report range from 1 for CO_2 to 25,200 for SF_6. (Urban Crossroads, 2023d, p. 30)

Table 4.8-1 GWP and Atmospheric Lifetime of Select GHGs

Gas	Atmospheric Lifetime (years)	GWP (100-year time horizon)	
		2nd Assessment Report	6th Assessment Report
CO_2	Multiple	1	1
CH_4	11.8	21	28
N_2O	109	310	273
HFC-23	228	11,700	14,600
HFC-134a	14	1,300	1,526
HFC-152a	1.6	140	164
SF_6	3,200	23,900	25,200

Source: IPCC Second Assessment Report, 1995 and IPCC Sixth Assessment Report, 2022
(Urban Crossroads, 2023d, Table 2-2)

C. *GHG Emissions Inventories*

1. *Global*

Worldwide anthropogenic GHG emissions are tracked by the IPCC for industrialized nations (referred to as Annex I) and developing nations (referred to as Non-Annex I). Human GHG emissions data for Annex I nations are available through 2020. Based on the latest available data, the sum of these emissions totaled approximately 28,026,643 gigagram (Gg) CO_2e as summarized on Table 4.8-2, *Top GHG Producing Countries and the European Union*. (Urban Crossroads, 2023d, p. 31)

2. *United States*

As noted in Table 4.8-2, the United States, as a single country, was the number two producer of GHG emissions in 2020 (Urban Crossroads, 2023d, p. 32).

3. *State of California*

California has significantly slowed the rate of growth of GHG emissions due to the implementation of energy efficiency programs as well as adoption of strict emission controls but is still a substantial contributor to the United States (U.S.) emissions inventory total. The California Air Resource Board (CARB) compiles GHG inventories for the State of California. Based upon the 2022 GHG inventory data (i.e., the latest year for which

Table 4.8-2 Top GHG Producing Countries and the European Union

Emitting Countries	GHG Emissions (Gg CO_2e)
China	12,300,200
United States	5,981,354
European Union (27-member countries)	3,706,110
India	2,839,420
Russian Federation	2,051,437
Japan	1,148,122
Total	**28,026,643**

(Urban Crossroads, 2023d, Table 2-3)

data are available) for the 2000-2020 GHG emissions period, California emitted an average 369.2 million metric tons of CO_2e per year ($MMTCO_2e$/yr) or 369,200 Gg CO_2e (6.17% of the total United States GHG emissions). (Urban Crossroads, 2023d, p. 32)

A. Effects of Climate Change in California

1. Public Health

Higher temperatures may increase the frequency, duration, and intensity of conditions conducive to air pollution formation. For example, days with weather conducive to ozone formation could increase from 25 to 35% under the lower warming range to 75 to 85% under the medium warming range. In addition, if global background ozone levels increase as predicted in some scenarios, it may become impossible to meet local air quality standards. Air quality could be further compromised by increases in wildfires, which emit fine particulate matter that can travel long distances, depending on wind conditions. Based on *Our Changing Climate Assessing the Risks to California* by the California Climate Change Center, large wildfires could become up to 55% more frequent if GHG emissions are not significantly reduced. (Urban Crossroads, 2023d, p. 32)

In addition, under the higher warming range scenario, there could be up to 100 more days per year with temperatures above 90ºF in Los Angeles and 95ºF in Sacramento by 2100. This is a significant increase over historical patterns and approximately twice the increase projected if temperatures remain within or below the lower warming range. Rising temperatures could increase the risk of death from dehydration, heat stroke/exhaustion, heart attack, stroke, and respiratory distress caused by extreme heat. (Urban Crossroads, 2023d, pp. 32-33)

2. Water Resources

A vast network of man-made reservoirs and aqueducts captures and transports water throughout the state from northern California rivers and the Colorado River. The current distribution system relies on Sierra Nevada snowpack to supply water during the dry spring and summer months. Rising temperatures, potentially

compounded by decreases in precipitation, could severely reduce spring snowpack, increasing the risk of summer water shortages. (Urban Crossroads, 2023d, p. 33)

If temperatures continue to increase, more precipitation could fall as rain instead of snow, and the snow that does fall could melt earlier, reducing the Sierra Nevada spring snowpack by as much as 70 to 90%. Under the lower warming range scenario, snowpack losses could be only half as large as those possible if temperatures were to rise to the higher warming range. How much snowpack could be lost depends in part on future precipitation patterns, the projections for which remain uncertain. However, even under the wetter climate projections, the loss of snowpack could pose challenges to water managers and hamper hydropower generation. It could also adversely affect winter tourism. Under the lower warming range, the ski season at lower elevations could be reduced by as much as a month. If temperatures reach the higher warming range and precipitation declines, there might be many years with insufficient snow for skiing and snowboarding. (Urban Crossroads, 2023d, p. 33)

The State's water supplies are also at risk from rising sea levels. An influx of saltwater could degrade California's estuaries, wetlands, and groundwater aquifers. Saltwater intrusion caused by rising sea levels is a major threat to the quality and reliability of water within the southern edge of the Sacramento/San Joaquin River Delta – a major fresh water supply. (Urban Crossroads, 2023d, p. 33)

3. Agriculture

Increased temperatures could cause widespread changes to the agriculture industry reducing the quantity and quality of agricultural products statewide. First, California farmers could possibly lose as much as 25% of the water supply needed. Although higher CO_2 levels can stimulate plant production and increase plant water-use efficiency, California's farmers could face greater water demand for crops and a less reliable water supply as temperatures rise. Crop growth and development could change, as could the intensity and frequency of pest and disease outbreaks. Rising temperatures could aggravate ozone pollution, which makes plants more susceptible to disease and pests and interferes with plant growth. (Urban Crossroads, 2023d, p. 33)

Plant growth tends to be slow at low temperatures, increasing with rising temperatures up to a threshold. However, faster growth can result in less-than-optimal development for many crops, so rising temperatures could worsen the quantity and quality of yield for a number of California's agricultural products. Products likely to be most affected include wine grapes, fruits, and nuts. (Urban Crossroads, 2023d, p. 33)

In addition, continued GCC could shift the ranges of existing invasive plants and weeds and alter competition patterns with native plants. Range expansion could occur in many species while range contractions may be less likely in rapidly evolving species with significant populations already established. Should range contractions occur, new or different weed species could fill the emerging gaps. Continued GCC could alter the abundance and types of many pests, lengthen pests' breeding season, and increase pathogen growth rates. (Urban Crossroads, 2023d, p. 34)

4. Forests and Landscapes

GCC has the potential to intensify the current threat to forests and landscapes by increasing the risk of wildfire and altering the distribution and character of natural vegetation. If temperatures rise into the medium warming range, the risk of large wildfires in California could increase by as much as 55%, which is almost twice the increase expected if temperatures stay in the lower warming range. However, since wildfire risk is determined by a combination of factors, including precipitation, winds, temperature, and landscape and vegetation conditions, future risks would not be uniform throughout the state. In contrast, wildfires in northern California could increase by up to 90% due to decreased precipitation. (Urban Crossroads, 2023d, p. 34)

Moreover, continued GCC has the potential to alter natural ecosystems and biological diversity within the state. For example, alpine and subalpine ecosystems could decline by as much as 60 to 80% by the end of the century as a result of increasing temperatures. The productivity of the state's forests has the potential to decrease as a result of GCC. (Urban Crossroads, 2023d, p. 34)

5. Rising Sea Levels

Rising sea levels, more intense coastal storms, and warmer water temperatures could increasingly threaten the state's coastal regions. Under the higher warming range scenario, sea level is anticipated to rise 22 to 35 inches by 2100. Elevations of this magnitude would inundate low-lying coastal areas with saltwater, accelerate coastal erosion, threaten vital levees and inland water systems, and disrupt wetlands and natural habitats. Under the lower warming range scenario, sea level could rise 12-14 inches. (Urban Crossroads, 2023d, p. 34)

4.8.2 Applicable Regulatory Requirements

The following is a brief description of the federal, State, and local environmental laws and related regulations related to GHG emissions.

A. International Regulations

1. Kyoto Protocol

The Kyoto Protocol is an international agreement linked to the United Nations Framework Convention on Climate Change, which commits its Parties by setting internationally binding emission reduction targets. Recognizing that developed countries are principally responsible for the current high levels of GHG emissions in the atmosphere as a result of more than 150 years of industrial activity, the Protocol places a heavier burden on developed nations under the principle of "common but differentiated responsibilities."

The Kyoto Protocol was adopted in Kyoto, Japan, on December 11, 1997 and entered into force on February 16, 2005. On December 8, 2012, in Doha, Qatar, the "Doha Amendment to the Kyoto Protocol" was adopted. The amendment includes:

- New commitments for Annex I Parties to the Kyoto Protocol who agreed to take on commitments in a second commitment period from January 1, 2013 to December 31, 2020;

- A revised list of greenhouse gases (GHG) to be reported on by Parties in the second commitment period; and
- Amendments to several articles of the Kyoto Protocol which specifically referenced issues pertaining to the first commitment period and which needed to be updated for the second commitment period.

On December 21, 2012, the amendment was circulated by the Secretary-General of the United Nations, acting in his capacity as Depositary, to all Parties to the Kyoto Protocol in accordance with Articles 20 and 21 of the Protocol. During the first commitment period, 37 industrialized countries and the European Community committed to reduce GHG emissions to an average of 5% against 1990 levels. During the second commitment period, Parties committed to reduce GHG emissions by at least 18 percent below 1990 levels in the eight-year period from 2013 to 2020; however, the composition of Parties in the second commitment period is different from the first. (UNFCCC, n.d.)

2. The Paris Agreement

The Paris Agreement builds upon the Convention and – for the first time – brings all nations into a common cause to undertake ambitious efforts to combat climate change and adapt to its effects, with enhanced support to assist developing countries to do so. The Paris Agreement's central aim is to strengthen the global response to the threat of climate change by keeping a global temperature rise this century well below 2 degrees Celsius above pre-industrial levels and to pursue efforts to limit the temperature increase even further to 1.5 degrees Celsius. Additionally, the agreement aims to strengthen the ability of countries to deal with the impacts of climate change. The Paris Agreement requires all Parties to put forward their best efforts through "nationally determined contributions" (NDCs) and to strengthen these efforts in the years ahead. This includes requirements that all Parties report regularly on their emissions and on their implementation efforts. The Paris Agreement entered into force on November 4, 2016, thirty days after the date on which at least 55 Parties to the Convention accounting in total for at least an estimated 55% of the total global greenhouse gas emissions have deposited their instruments of ratification, acceptance, approval, or accession with the Depositary. (UNFCCC, n.d.)

On June 1, 2017, President Donald Trump announced he would begin the process of withdrawing the United States from the Paris Agreement. In accordance with articles within the Paris Agreement, the earliest effective date for the United States' withdrawal from the Agreement was November 4, 2020, at which time the withdraw became official. On January 20, 2021, President Biden signed the executive order for the United States to rejoin the Paris Agreement, which became official on February 19, 2021.

B. Federal Regulations

1. Clean Air Act

Coinciding with the 2009 meeting of international leaders in Copenhagen, on December 7, 2009, the EPA issued an Endangerment Finding under § 202(a) of the Clean Air Act (CAA), opening the door to federal regulation of GHGs. The Endangerment Finding notes that GHGs threaten public health and welfare and are subject to regulation under the CAA. To date, the EPA has not promulgated regulations on GHG emissions, but it has begun to develop them. (EPA, 2020a; DOJ, 2015)

Previously the EPA had not regulated GHGs under the CAA because it asserted that the Act did not authorize it to issue mandatory regulations to address Global Climate Change (GCC) and that such regulation would be unwise without an unequivocally established causal link between GHGs and the increase in global surface air temperatures. In Massachusetts v. Environmental Protection Agency et al. (127 S. Ct. 1438 [2007]); however, the U.S. Supreme Court held that GHGs are pollutants under the CAA and directed the EPA to decide whether the gases endangered public health or welfare. The EPA had also not moved aggressively to regulate GHGs because it expected Congress to make progress on GHG legislation, primarily from the standpoint of a cap-and-trade system. However, proposals circulated in both the House of Representative and Senate have been controversial and it may be some time before the U.S. Congress adopts major climate change legislation. The EPA's Endangerment Finding paves the way for federal regulation of GHGs with or without Congress. (EPA, 2020a; DOJ, 2015)

C. State Regulations

1. Title 24 Building Energy Standards

The California Energy Commission (CEC) first adopted Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6) in 1978 in response to a legislative mandate to reduce energy consumption in the state. Although not originally intended to reduce GHG emissions, increased energy efficiency, and reduced consumption of electricity, natural gas, and other fuels would result in fewer GHG emissions from residential and nonresidential buildings subject to the standard. The standards are updated periodically to allow for the consideration and inclusion of new energy efficiency technologies and methods. The latest revisions (2019 Building Energy Efficiency Standards) became effective on January 1, 2020. The 2019 Building Energy Efficiency Standards are 7 percent more efficient than the previous (2016) Building Energy Efficiency Standards for residential construction and 30 percent more efficient than the previous Standards for non-residential construction. (The 2016 Building Energy Efficiency Standards already were 28 percent more efficient for residential construction and 5 percent more efficient for nonresidential construction than the 2013 Building Energy Efficiency Standards they replaced.) (CEC, 2018)

Part 11 of Title 24 is referred to as the California Green Building Standards Code (CALGreen Code). The purpose of the CALGreen Code is to "improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in the following categories: (1) Planning and design; (2) Energy efficiency; (3) Water efficiency and conservation; (4) Material conservation and resource efficiency; and (5) Environmental air quality." The CALGreen Code is not intended to substitute or be identified as meeting the certification requirements of any green building program that is not established and adopted by the California Building Standards Commission (CBSC). Unless otherwise noted in the regulation, all newly constructed buildings in California are subject of the requirements of the CALGreen Code. (CEC, 2018)

2. California Assembly Bill No. 1493 (AB 1493)

AB 1493 required the California Air Resources Board (CARB) to adopt the nation's first GHG emission standards for automobiles. On September 24, 2009, CARB adopted amendments to the "Pavley" regulations that reduced GHG emissions in new passenger vehicles from model year 2009 through 2016. The U.S. EPA granted California the authority to implement GHG emission reduction standards for new passenger cars, pickup trucks, and sport utility vehicles on June 30, 2009. It is expected that the Pavley regulations reduced GHG emissions from California passenger vehicles by about 22 percent in 2012 and about 30 percent in 2016, all while improving fuel efficiency and reducing motorists' costs. CARB has since adopted a new approach to cars and light trucks by combining the control of smog-causing pollutants and GHG emissions into a single coordinated package of standards. The new approach also includes efforts to support and accelerate the numbers of plug-in hybrids and zero-emission vehicles in California. (CARB, n.d.)

3. Executive Order S-3-05

Executive Order (EO) S-3-05 documents GHG emission reduction goals, creates the Climate Action Team and directs the Secretary of the California EPA to coordinate efforts with meeting the GHG reduction targets with the heads of other state agencies. The EO requires the Secretary to report back to the Governor and Legislature biannually to report: progress toward meeting the GHG goals; GHG impacts to California; and applicable Mitigation and Adaptation Plans. EO S-3-05 goals for GHG emissions reductions include: reducing GHG emissions to 2000 levels by the year 2010; reducing GHG emissions to 1990 levels by the year 2020; and reducing GHG emissions to 80 percent below 1990 levels by 2050. (CA State Library, 2005)

4. California Assembly Bill 32 – Global Warming Solutions Act of 2006

In September 2006, Governor Schwarzenegger signed Assembly Bill 32 (AB 32), the California Global Warming Solutions Act of 2006. AB 32 required California to reduce its GHG emissions to 1990 levels by 2020, which represented a reduction of approximately 15 percent below emissions expected under a "business as usual" scenario (CARB, 2018). Among other items, AB 32 specifically required that CARB prepare and approve a Scoping Plan for achieving the maximum technologically feasible and cost-effective reductions in GHG emissions from sources or categories of sources of GHGs by 2020 and update the Scoping Plan every five years.

In December 2008, CARB approved the initial Scoping Plan, which included a suite of measures to sharply cut GHG emissions. In May 2014, CARB approved the First Update to the Scoping Plan (Update), which built upon the initial Scoping Plan with new strategies and recommendations. The Update highlighted California's progress toward meeting the near-term 2020 GHG emission reduction goals, highlighted the latest climate change science and provided direction on how to achieve long-term emission reduction goal described in Executive Order S-3-05. In December 2017, CARB adopted the Second Update to the Scoping Plan, which identified the State's post-2020 reduction strategy. The Second Update reflected the 2030 target of a 40 percent GHG emissions reduction below 1990 levels set by SB 32. The Second Update built upon the Cap- and-Trade Regulation; the Low Carbon Fuel Standard; much cleaner cars, trucks and freight movement; cleaner, renewable energy; and strategies to reduce methane emissions from agricultural and other wastes to reduce GHG emissions. (CARB, 2017)

In December 2022, CARB released the *Final 2022 Scoping Plan Update* (*2022 Scoping Plan*), which identifies the State's strategies to reduce GHG emissions by 85% and achieve carbon neutrality by 2045. The *2022 Scoping Plan* reflects an accelerated target of an 85% reduction in GHG emissions compared to 1990 levels by 2045 (33). This third update relies on key programs in place, including the Cap-and-Trade Regulation and the LCFS, while stressing the need to increase their pace and scale.

In order to meet these targets, the *2022 Scoping Plan* would require contributions from all sectors of the economy and includes an enhanced focus on reducing fossil fuel demand by 94% by 2045 compared to 2022 consumption. Major elements of the *2022 Scoping Plan* framework include:

- *Maintaining progress on meeting SB 32 GHG reduction targets of at least 40% below 1990 emissions by 2030.*
- *Implementation of strategies for reducing California's dependence on petroleum by providing consumers with clean energy options.*
- *Integrating equity and protecting California's most impacted communities.*
- *Incorporation of natural and working lands to the state's GHG emissions, as well as their role in achieving carbon neutrality.*
- *Use of all viable tools to address climate change, including carbon capture and sequestration, as well as direct air capture.*
- *Implementing SB 350, which expands the RPS to 50% RPS and doubles energy efficiency savings by 2030.*
- *Post-2020 Cap-and-Trade Program that includes declining caps.*
- *California Sustainable Freight Action Plan, which improves freight system efficiency, utilizes near-zero emissions technology, and deployment of ZEV trucks.*
- *Implementing the proposed Short-Lived Climate Pollutant Strategy (SLPS), which focuses on reducing CH4 and HCF emissions by 40% and anthropogenic black carbon emissions by 50% by year 2030.*
- *Continued implementation of SB 375.*
- *20% reduction in GHG emissions from refineries by 2030.*
- *Development of a Natural and Working Lands Action Plan to secure California's land base as a net carbon sink.*

In addition to the statewide strategies listed above, the 2022 Scoping Plan also identifies local governments as essential partners in achieving the State's long-term GHG reduction goals and identifies local actions to reduce GHG emissions. As part of the previous 2017 Scoping Plan, CARB recommended that local governments achieve a community-wide goal to achieve emissions of no more than 6 metric tons of CO2e (MTCO2e) or less per capita by 2030 and 2 MTCO2e or less per capita by 2050. However, because the state is now pursuing carbon neutrality no later than 2045, CARB now recommends that local governments instead focus on developing locally appropriate, plan-level targets that align with the goal of carbon neutrality rather than focusing on a 2050 target. CARB identifies several "priority areas," including transportation electrification, VMT reduction, and building decarbonization, as these are the GHG reduction opportunities over which local governments have the most authority and the highest GHG reduction potential. (CARB, 2022)

5. California Senate Bill No. 1368 (SB 1368)

In 2006, the State Legislature adopted Senate Bill (SB) 1368 (Perata, Chapter 598, Statutes of 2006), which directs the California Public Utilities Commission (CPUC) to adopt a GHG emission performance standard (EPS) for the future power purchases of California utilities. SB 1368 seeks to limit carbon emissions associated with electrical energy consumed in California by forbidding procurement arrangements for energy longer than five years from resources that exceed specified emissions criteria. Accordingly, SB 1368 effectively prevents California's utilities from investing in, otherwise financially supporting, or purchasing power from new coal plants located in or out of the State. SB 1368 will lead to dramatically lower GHG emissions associated with California energy demand. (CEC, n.d.)

6. Executive Order S-01-07

Executive Order (EO) S-01-07 is effectively known as the Low Carbon Fuel Standard (LCFS). The Executive Order seeks to reduce the carbon intensity of California's passenger vehicle fuels by at least 10 percent by 2020. The LCFS requires fuel providers in California to ensure that the mix of fuel they sell into the California market meet, on average, a declining standard for GHG emissions measured in CO2e grams per unit of fuel energy sold. (CA State Library, 2007)

7. Senate Bill 1078

Senate Bill (SB) 1078 establishes the California Renewables Portfolio Standard Program, which requires electric utilities and other entities under the jurisdiction of the California Public Utilities Commission to meet 20% of their renewable power by December 31, 2017 for the purposes of increasing the diversity, reliability, public health, and environmental benefits of the energy mix. (CA Legislative Info, n.d.)

8. Senate Bill 107

SB 107 directed California Public Utilities Commission's Renewable Energy Resources Program to increase the amount of renewable electricity (Renewable Portfolio Standard) generated per year, from 17% to an amount that equals at least 20% of the total electricity sold to retail customers in California per year by December 31, 2010. (CA Legislative Info, n.d.)

9. Executive Order S-14-08

On November 17, 2008, Governor Schwarzenegger signed Executive Order S-14-08, revising California's existing Renewable Portfolio Standard (RPS) upward to require all retail sellers of electricity to serve 33% of their load from renewable energy sources by 2020. In order to meet this new goal, a substantial increase in the development of wind, solar, geothermal, and other "RPS eligible" energy projects would be needed. Executive Order S-14-08 sought to accelerate such development by streamlining the siting, permitting, and procurement processes for renewable energy generation facilities. To this end, S-14-08 issued two directives: (1) the existing Renewable Energy Transmission Initiative will identify renewable energy zones that can be developed as such with little environmental impact, and (2) the California Energy Commission (CEC) and the California

Department of Fish and Wildlife (CDFW) will collaborate to expedite the review, permitting, and licensing process for proposed RPS-eligible renewable energy projects. (CA State Library, 2008)

10. Senate Bill 97

Senate Bill 97 (SB 97) was enacted in in 2007 to recognize the need to analyze GHGs as a part of the CEQA process. SB 97 required the Governor's Office of Planning and Research (OPR) to develop, and the Natural Resources Agency to adopt, amendments to the CEQA Guidelines addressing the analysis and mitigation of GHGs. As part of the administrative rulemaking process, the Natural Resources Agency developed a Final Statement of Reasons explaining the legal and factual bases, intent, and purpose of the CEQA Guidelines amendments. The amendments to the CEQA Guidelines implementing SB 97 became effective on March 18, 2010. Of note, the CEQA Guidelines state that a lead agency has discretion to determine whether to use a quantitative model or methodology, or rely on a qualitative analysis or performance-based standards to evaluate GHGs. (CA Legislative Info, n.d.)

CEQA emphasizes that GHG effects are cumulative, and should be analyzed in the context of CEQA's requirements for cumulative impacts analysis. (See CEQA Guidelines § 15130(f)). CEQ Guidelines § 15064.4(b) provides direction for lead agencies for assessing the significance of impacts of greenhouse gas emissions:

1. The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting;
2. Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; or
3. The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. Such regulations or requirements must be adopted by the relevant public agency through a public review process and must include specific requirements that reduce or mitigate the project's incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project.

The CEQA Guideline amendments do not identify a threshold of significance for GHG emissions, nor do they prescribe assessment methodologies or specific mitigation measures. Instead, they call for a "good-faith effort, based on available information, to describe, calculate or estimate the amount of greenhouse gas emissions resulting from a project." The amendments encourage lead agencies to consider many factors in performing a CEQA analysis and preserve lead agencies' discretion to make their own determinations based upon substantial evidence. The amendments also encourage public agencies to make use of programmatic mitigation plans and programs from which to tier when they perform individual project analyses.

11. Senate Bill 375

The Sustainable Communities and Climate Protection Act of 2008 (Sustainable Communities Act, SB 375, Chapter 728, Statutes of 2008) supports the State's climate action goals to reduce GHG emissions through

coordinated transportation and land use planning with the goal of more sustainable communities. Under the Sustainable Communities Act, CARB set regional targets for GHG emissions reductions from passenger vehicle use. In 2010, CARB established these targets for 2020 and 2035 for each region covered by one of the State's metropolitan planning organizations (MPO). CARB periodically reviews and updates the targets, as needed. (CARB, n.d.)

Each of California's MPOs must prepare a "sustainable communities strategy" (SCS) as an integral part of its regional transportation plan (RTP). The SCS contains land use, housing, and transportation strategies that, if implemented, would allow the region to meet its GHG emission reduction targets. Once adopted by the MPO, the RTP/SCS guides the transportation policies and investments for the region. CARB must review the adopted SCS to confirm and accept the MPO's determination that the SCS, if implemented, would meet the regional GHG targets. If the combination of measures in the SCS would not meet the regional targets, the MPO must prepare a separate "alternative planning strategy" (APS) to meet the targets. (CARB, n.d.)

12. Executive Order B-30-15

On April 29, 2015, Governor Brown issued Executive Order B-30-15, which sets a goal to reduce GHG emissions in California to 40 percent below 1990 levels by 2030. The 2030 target serves as a benchmark goal on the way to achieving the GHG reductions goal set by former Governor Schwarzenegger via Executive Order S-3-05 (i.e., 80 percent below 1990 greenhouse gas emissions levels by 2050). (CA State Library, 2015)

13. Senate Bill 32

On September 8, 2016, Governor Jerry Brown signed the Senate Bill (SB) 32 and its companion bill, Assembly Bill (AB) 197. SB 32 requires the state to reduce statewide GHG emissions to 40% below 1990 levels by 2030, a reduction target that was first introduced in Executive Order B-30-15. The new legislation builds upon the AB 32 goal of 1990 levels by 2020 and provides an intermediate goal to achieving S-3-05, which sets a statewide greenhouse gas reduction target of 80% below 1990 levels by 2050. (CA Legislative Info, n.d.)

14. California Climate Crisis Act (AB 1279)

AB 1279, also known as the California Climate Crisis Act, declares that it is the policy of the State to achieve net zero greenhouse gas emissions as soon as possible, but no later than 2045; to achieve and maintain net negative greenhouse gas emissions thereafter; and to ensure that by 2045, Statewide anthropogenic greenhouse gas emissions are reduced to at least 85% below the 1990 levels. The bill requires the California Air Resources Board (CARB) to work with relevant State agencies to ensure that updates to the CARB Scoping Plan identify and recommend measures to achieve these policy goals and to identify and implement a variety of policies and strategies that enable carbon dioxide removal solutions and carbon capture, utilization, and storage technologies in California. AB 1279 also requires CARB to submit an annual report evaluating progress towards these policies. (CA Legislative Info, n.d.)

15. Clean Energy, Jobs, and Affordability Act of 2022 (Senate Bill 1020)

SB 1020, also known as the Clean Energy, Jobs, and Affordability Act of 2022, revised State policy to include interim targets requiring that eligible renewable energy resources and zero-carbon resources supply 90 percent

of all retail sales of electricity to California end-use customers by December 31, 2035, 95 percent of all retail sales of electricity to California end-use customers by December 31, 2040, 100 percent of all retail sales of electricity to California end-use customers by December 31, 2045, and 100 percent of electricity procured to serve all state agencies by December 31, 2035. SB 1020 also requires each State agency to ensure that zero-carbon resources and eligible renewable energy resources supply 100 percent of electricity procured to serve their agency by December 31, 2035. In addition, SB 1020 requires the State Water Project (SWP) to procure eligible renewable energy and zero-carbon resources as necessary to meet the clean energy requirements specified for all State agencies. Finally, SB 1020 requires the California Public Utilities Commission (CPUC) to develop utility affordability metrics for both electricity and gas service. (CA Legislative Info, n.d.)

16. Carbon sequestration: Carbon Capture, Removal, Utilization, and Storage Program (Senate Bill 905)

SB 905 requires CARB to establish a Carbon Capture, Removal, Utilization, and Storage (CCRUS) Program and adopt regulations for a model unified permit program for the construction and operation of CCRUS projects. SB 905 is intended to accelerate the deployment of carbon management technologies and ensuring they are deployed in a safe and equitable way. SB 905 requires the CCRUS Program to ensure that carbon dioxide capture, removal, and sequestration projects include specified components including, among others, certain monitoring activities. In addition, SB 905 requires that by January 1, 2025, CARB shall adopt regulations for a unified permit application for the construction and operation of carbon dioxide capture, removal, or sequestration projects to expedite the issuance of permits or other authorizations for the construction and operation of those projects. SB 905 also requires the establishment of a centralized public database to track the deployment of carbon capture, utilization, or storage (CCUS) technologies and carbon dioxide removal (CDR) technologies. (CA Legislative Info, n.d.)

17. Assembly Bill 1757

AB 1757 directs the California Natural Resources Agency (CNRA) to determine an ambitious range of targets for natural carbon sequestration, and for nature-based climate solutions, that reduce GHG emissions for 2030, 2038, and 2045 to support State goals to achieve carbon neutrality and foster climate adaptation and resilience. Additionally, AB 1757 requires these targets to be integrated into the CARB Scoping Plan and other State policies. It also includes provisions to avoid double counting emission reductions, updates the Natural and Working Lands Climate Smart Strategy, develops GHG tracking protocols, and biennially post progress made in achieving the targets on CNRA's internet website. In addition, AB 1757 requires CARB to develop standard methods for State agencies to consistently track greenhouse gas emissions and reductions, carbon sequestration, and, where feasible, additional benefits from natural and working lands over time. (CA Legislative Info, n.d.)

D. Regional Regulations

1. Connect SoCal 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

The Southern California Association of Governments (SCAG) is a Joint Powers Authority (JPA) under California State law, established as an association of local governments and agencies that voluntarily convene

as a forum to address regional issues. Under federal law, SCAG is designated as a Metropolitan Planning Organization (MPO) and under State law as a Regional Transportation Planning Agency and a Council of Governments. The SCAG region encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura) and 191 cities in an area covering more than 38,000 square miles.

SCAG's *2020-2045 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS)*, also referred to as *Connect SoCal*, develops long-range regional transportation plans including a sustainable communities strategy and growth forecast components, regional transportation improvement programs, regional housing needs allocations and other plans for the region. The RTP/SCS provides objectives for meeting air pollution emissions reduction targets set forth by the California Air Resources Board (CARB); these objectives were provided in direct response to Senate Bill 375 (SB 375) which was enacted to reduce greenhouse gas emissions from automobiles and light trucks through integrated transportation, land use, housing, and environmental planning. The Subregional Sustainable Communities Strategies identifies the Project Site as being located in an area with a "Standard Suburban" land use pattern, which is defined as auto-oriented development with a minimal mix of land uses.

The *Goods Movement Technical Report* of *Connect SoCal* recognizes that the SCAG region is the premier trade gateway for the United States. *Connect SoCal* acknowledges that the SCAG region has witnessed continued growth for warehousing, distribution, cold storage and truck terminal facilities, with a majority of the growth for national and regional distribution facilities occurring in the Inland Empire. Through *Connect SoCal*, SCAG is working on various regional strategies to maintain the SCAG region as an important trade gateway while addressing regional transportation efficiency and environmental sustainability.

E. Local Regulations

1. City of Calimesa General Plan Air Quality Element

The City of Calimesa General Plan Air Quality Element identifies goals, policies, and programs that focuses on strategies to improve local air quality and contribute to the attainment of regional, State, and federal air quality standards. The Air Quality Element addresses ambient air quality standards set forth by the EPA and CARB. The Air Quality Element contains policies designed to establish a regional basis for improving air quality and reducing GHG emissions. The following relevant and applicable policies from City of Calimesa General Plan Air Quality Element have been identified for the Project:

Policy AQ-18: Support local, regional, and statewide efforts to reduce greenhouse gas emissions.

Policy AQ-19: The City will work to evaluate the potential effects of climate change on Calimesa's human and natural systems and prepare strategies that allow the City to appropriately respond.

2. City of Calimesa Climate Action Plan (CAP)

The City of Calimesa adopted a CAP in September 2014. The CAP is intended to address the main sources of the emissions that cause climate change, which include emissions from the energy consumed in buildings and for transportation, as well as the solid waste sent to landfills. The purpose of the CAP is to guide the development, enhancement, and ultimately the implementation of actions that will reduce the City's GHG

emissions by 15% below baseline by 2020 and 49% below baseline by 2035. The CAP is considered a qualified GHG reduction plan in accordance with CEQA Guidelines Section 15183.5 through 2020. However, the CAP did not demonstrate compliance with the statewide GHG goal established by SB 32 for 2030 because it was adopted prior to SB 32. Thus, the CAP cannot be relied upon to determine project-level significance. (Urban Crossroads, 2023d, p. 55)

4.8.3 Basis for Determining Significance

While estimated Project-related GHG emissions can be quantified, the direct impacts of such emissions on GCC and global warming cannot be determined on the basis of available science. There is no evidence at this time that would indicate that the emissions from a project the size of the proposed Project would directly or indirectly affect the global climate.

AB 32 states, in part, that "[g]lobal warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California." Because global warming is the result of GHG emissions, and GHGs are emitted by innumerable sources worldwide, the proposed Project would have no potential to result in a direct impact to global warming; rather, Project-related contributions to GCC, if any, only have potential significance on a cumulative basis. Therefore, the analysis below focuses on the Project's potential to contribute to GCC in a cumulatively-considerable way.

Section VIII of Appendix G to the State CEQA Guidelines addresses typical adverse effects due to GHGs, and includes the following threshold questions (OPR, 2018a):

a. *Would the project generate GHGs, either directly or indirectly, that may have a significant impact on the environment?*

b. *Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs?*

The above-listed thresholds for GHGs do not prescribe specific methodologies for performing an assessment, do not establish specific thresholds of significance, and do not mandate specific mitigation measures. Rather, the State CEQA Guidelines emphasize the lead agency's discretion to determine the appropriate methodologies and thresholds of significance consistent with the manner in which other impact areas are handled in CEQA. With respect to GHG emissions, State CEQA Guidelines Section 15064.4(a) states that lead agencies "shall make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate" GHG emissions resulting from a project. The State CEQA Guidelines note that an agency has the discretion to either quantify a project's GHG emissions or rely on a "qualitative analysis or other performance-based standards." A lead agency may use a "model or methodology" to estimate GHG emissions and has the discretion to select the model or methodology it considers "most appropriate to enable decision makers to intelligently take into account the project's incremental contribution to climate change." Section 15064.4(b) provides that the lead agency should consider the following when determining the significance of impacts from GHG emissions on the environment:

1. The extent a project may increase or reduce GHG emissions as compared to the existing environmental setting.
2. Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.
3. The extent to which the project complies with regulations or requirements adopted to implement a Statewide, regional, or local plan for the reduction or mitigation of GHG emissions (14 CCR 15064.4(b)).

In addition, Section 15064.7(c) of the State CEQA Guidelines specifies that "[w]hen adopting or using thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies, or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence." The State CEQA Guidelines also clarify that the effects of GHG emissions are cumulative and should be analyzed in the context of CEQA's requirements for cumulative impact analysis. As a note, the State CEQA Guidelines were amended in response to SB 97. In particular, the State CEQA Guidelines were amended to specify that compliance with a GHG emissions reduction plan renders a cumulative impact insignificant.

SCAQMD is the agency responsible for air quality planning and regulation in the SCAB. The SCAQMD addresses the impacts to climate change of projects subject to SCAQMD permit as a lead agency if they are the only agency having discretionary approval for the project and acts as a responsible agency when a land use agency must also approve discretionary permits for the project. The SCAQMD acts as an expert commenting agency for impacts to air quality. This expertise carries over to GHG emissions, so the agency helps local land use agencies through the development of models and emission thresholds that can be used to address GHG emissions. (Urban Crossroads, 2023d, p. 54)

In 2008, SCAQMD formed a Working Group to identify GHG emissions thresholds for land use projects that could be used by local lead agencies in the SCAB. The Working Group developed several different options that are contained in the SCAQMD *Draft Guidance Document – Interim CEQA GHG Significance Threshold*, which could be applied by lead agencies. The working group has not provided additional guidance since release of the interim guidance in 2008. The SCAQMD Board has not approved the thresholds; however, the Guidance Document provides substantial evidence supporting the approaches to significance of GHG emissions that can be considered by the lead agency in adopting its own threshold. The current interim thresholds consist of the following tiered approach: (Urban Crossroads, 2023d, p. 54)

- Tier 1 consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA.
- Tier 2 consists of determining whether the project is consistent with a GHG reduction plan. If a project is consistent with a qualifying local GHG reduction plan, it does not have significant GHG emissions.
- Tier 3 consists of screening values, which the lead agency can choose, but must be consistent with all projects within its jurisdiction. A project's construction emissions are averaged over 30 years

and are added to the project's operational emissions. If a project's emissions are below one of the following screening thresholds, then the project is less than significant:

- Residential and commercial land use: 3,000 $MTCO_2e$/yr
- Industrial land use: 10,000 $MTCO_2e$/yr
- Based on land use type: residential: 3,500 $MTCO_2e$/yr; commercial: 1,400 $MTCO_2e$/yr; or mixed use: 3,000 $MTCO_2e$/yr

- Tier 4 has the following options:
  - Option 1: Reduce Business-as-Usual (BAU) emissions by a certain percentage; this percentage is currently undefined.
  - Option 2: Early implementation of applicable AB 32 Scoping Plan measures
  - Option 3: 2020 target for service populations (SP), which includes residents and employees: 4.8 $MTCO_2e$ per SP per year for projects and 6.6 $MTCO_2e$ per SP per year for plans;
  - Option 3, 2035 target: 3.0 $MTCO_2e$ per SP per year for projects and 4.1 $MTCO_2e$ per SP per year for plans
- Tier 5 involves mitigation offsets to achieve target significance threshold.

The SCAQMD's interim thresholds used the Executive Order S-3-05-year 2050 goal as the basis for the Tier 3 screening level. Achieving the Executive Order's objective would contribute to worldwide efforts to cap CO_2 concentrations at 450 ppm, thus stabilizing global climate. (Urban Crossroads, 2023d, p. 55)

The SCAQMD's adopted numerical threshold of 10,000 $MTCO_2e$/yr for industrial stationary source emissions is typically selected as the significance criterion. However, the City has determined that the SCAQMD's draft threshold of 3,000 $MTCO_2e$/yr is more conservative and appropriate for industrial and warehouse land use development projects. The 3,000 $MTCO_2e$/yr threshold is based on the SCAQMD staff's proposed GHG screening threshold for stationary source emissions for non-industrial projects, as described in the SCAQMD Interim Thresholds. The SCAQMD Interim Threshold provides a screening threshold to determine whether additional analysis is required. Accordingly, for purposes of analysis, the Project's emissions of GHGs would represent a cumulatively-considerable impact if the Project's emissions were to exceed 3,000 $MTCO_2e$/yr. (Urban Crossroads, 2023d, p. 58)

4.8.4 Impact Analysis

A. Greenhouse Gas Emissions Modeling

In May 2022 the California Air Pollution Control Officers Association (CAPCOA) in conjunction with other California air districts, including SCAQMD, released the latest version of CalEEMod Version 2022.1. The purpose of this model is to calculate construction-source and operational-source criteria pollutants and GHG emissions from direct and indirect sources; and quantify applicable air quality and GHG reductions achieved from mitigation measures. Accordingly, the latest version of CalEEMod has been used to calculate the Project's GHG emissions. Output from the model runs for construction and operational activity are provided

in Appendices 3.1 through 3.13 of the Project's GHGA (*Technical Appendix J*). CalEEMod includes GHG emissions from the following source categories: construction, area, energy, mobile, waste, water. (Urban Crossroads, 2023d, p. 58)

A full life-cycle analysis (LCA) for construction and operational activity is not included in this analysis due to the lack of consensus guidance on LCA methodology at this time. Life-cycle analysis (i.e., assessing economy-wide GHG emissions from the processes in manufacturing and transporting all raw materials used in the Project development, infrastructure, and on-going operations) depends on emission factors or econometric factors that are not well established for all processes. At this time, an LCA would be extremely speculative and thus has not been prepared (see CEQA Guidelines § 15145). (Urban Crossroads, 2023d, p. 58)

Additionally, the SCAQMD recommends analyzing direct and indirect project GHG emissions generated within California and not life-cycle emissions because the life-cycle effects from a project could occur outside of California, might not be very well understood, or documented, and would be challenging to mitigate. Additionally, the science to calculate life cycle emissions is not yet established or well defined; therefore, SCAQMD has not recommended, and is not requiring, life-cycle emissions analysis. (Urban Crossroads, 2023d, p. 58)

B. *Project Impacts due to Greenhouse Gas Emissions*

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

❑ Construction Emissions

Project construction activities would generate CO_2, CH_4, and N_2O emissions. The Project's Air Quality Impact Analysis ("AQIA"; *Technical Appendix C*) contains detailed information regarding Project construction activities. As discussed in the AQIA, construction-related emissions are expected from the following construction activities: Site Development (demolition, site preparation, and grading); Vertical Construction (PA 1) (building construction, paving, and architectural coating); and Vertical Construction (PA 2) (building construction, paving, and architectural coating). (Urban Crossroads, 2023d, p. 59)

For purposes of analysis, construction of Project is expected to commence in September 2024 and would end in February 2028. The construction schedule utilized in the analysis, previously shown in EIR Table 3-3, represents a "worst-case" analysis scenario should construction occur any time after the respective dates since emission factors for construction decrease as time passes and the analysis year increases due to emission regulations becoming more stringent. The duration of construction activity and associated equipment represents a reasonable approximation of the expected construction fleet. (Urban Crossroads, 2023d, p. 59)

The list of construction equipment anticipated during the Project's construction phase previously was presented in Table 4.3-6 in EIR Subsection 4.3, *Air Quality*. Consistent with industry standards and typical construction practices, each piece of equipment listed in Table 4.3-6 would operate up to a total of eight (8) hours per day, or more than two-thirds of the period during which construction activities are allowed. (Urban Crossroads, 2023d, p. 60)

For construction phase Project emissions, GHGs are quantified and amortized over the life of the Project. To amortize the emissions over the life of the Project, the SCAQMD recommends calculating the total GHG emissions for the construction activities, dividing it by a 30-year Project life then adding that number to the annual operational phase GHG emissions. As such, construction emissions were amortized over a 30-year period and added to the annual operational phase GHG emissions. The amortized construction emissions are presented in Table 4.8-3, *Amortized Annual Construction Emissions – Land Use Scenarios 1 and 2*, and Table 4.8-4, *Amortized Annual Construction Emissions – Land Use Scenario 3*. (Urban Crossroads, 2023d, p. 62)

Table 4.8-3 Amortized Annual Construction Emissions – Land Use Scenarios 1 and 2

Year	Emissions (MT/yr)				
	CO_2	CH_4	N_2O	R[A]	Total CO_2e[B]
PA 1					
2024	990.57	0.03	0.07	0.41	1,013.66
2025	2,062.41	0.07	0.15	1.78	2,109.58
Total GHG Emissions	3,052.98	0.10	0.22	2.19	3,123.24
Amortized Construction Emissions	**101.77**	**3.40E-03**	**7.33E-03**	**0.07**	**104.11**
PA 1 & PA 2					
2024	990.57	0.03	0.07	0.41	1,013.66
2025	2,062.41	0.07	0.15	1.78	2,109.58
2027	626.26	0.02	0.02	0.41	633.83
2028	60.38	0.00	0.00	0.04	61.13
Total GHG Emissions	3,739.62	0.12	0.24	2.64	3,818.20
Amortized Construction Emissions	**124.65**	**4.05E-03**	**8.16E-03**	**0.09**	**127.27**

Source: CalEEMod annual construction-source emissions are presented in Appendix 3.1 to the Project's GHGA (*Technical Appendix J*).

A. Refrigerants

B. CalEEMod reports the most common GHGs emitted which include CO_2, CH_4, and N_2O. These GHGs are then converted into CO_2e by multiplying the individual GHG by the GWP.

(Urban Crossroads, 2023d, Table 3-3)

Table 4.8-4 Amortized Annual Construction Emissions – Land Use Scenario 3

Year	Emissions (MT/yr)				
	CO_2	CH_4	N_2O	R[A]	Total CO_2e[B]
PA 1					
2024	990.57	0.03	0.07	0.41	1,013.66
2025	2,301.94	0.08	0.15	1.78	2,349.95
Total GHG Emissions	3,292.51	0.11	0.22	2.19	3,363.62
Amortized Construction Emissions	**109.75**	**3.72E-03**	**7.40E-03**	**0.07**	**112.12**
PA 1 & PA 2					
2024	990.57	0.03	0.07	0.41	1,013.66
2025	2,301.94	0.08	0.15	1.78	2,349.95
2027	392.03	0.01	0.01	0.09	395.10
2028	37.54	0.00	0.00	0.01	37.84
Total GHG Emissions	3,722.08	0.13	0.23	2.29	3,796.55
Amortized Construction Emissions	**124.07**	**4.24E-03**	**7.72E-03**	**0.08**	**126.55**

Source: CalEEMod annual construction-source emissions are presented in Appendix 3.1 to the Project's GHGA (*Technical Appendix J*).

A. Refrigerants

B. CalEEMod reports the most common GHGs emitted which include CO_2, CH_4, and N_2O. These GHGs are then converted into CO_2e by multiplying the individual GHG by the GWP.

(Urban Crossroads, 2023d, Table 3-4)

❑ Operational Emissions

Operational activities associated with the Project would result in emissions of CO_2, CH_4, and N_2O from the following primary sources: area source emissions; energy source emissions; mobile source emissions; on-site cargo handling equipment emissions; water supply, treatment, and distribution; solid waste; and refrigerants. Each is discussed below.

Area Source Emissions

Landscape Maintenance Equipment

Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shedders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping of the Project. It should be noted that as October 9, 2021, Governor Gavin Newsom signed AB 1346. The bill aims to ban the sale of new gasoline-powered equipment under 25 gross horsepower (known as small off-road engines [SOREs]) by 2024. For purposes of analysis, the emissions associated with landscape maintenance equipment were calculated based on assumptions provided in CalEEMod. (Urban Crossroads, 2023d, p. 64)

Energy Source Emissions

Combustion Emissions Associated with Natural Gas and Electricity

GHGs are emitted from buildings as a result of activities for which electricity and natural gas are typically used as energy sources. Combustion of any type of fuel emits CO_2 and other GHGs directly into the atmosphere; these emissions are considered direct emissions associated with a building; the building energy use emissions do not include street lighting. GHGs are also emitted during the generation of electricity from fossil fuels; these emissions are considered to be indirect emissions. Natural gas and electricity usage associated with the Project were calculated by CalEEMod using default parameters. (Urban Crossroads, 2023d, p. 64)

Mobile Source Emissions

The Project related GHG emissions derive primarily from vehicle trips generated by the Project, including employee trips to and from the site and truck trips associated with the proposed uses. Trip characteristics available from the Project's Traffic Analysis ("TA"; EIR *Technical Appendix P*) were utilized in this analysis. (Urban Crossroads, 2023d, p. 64)

Approach for Estimating Mobile Source Emissions

In order to determine emissions from passenger car vehicles from industrial uses, multifamily housing, and church uses, passenger car trip lengths were based on the Project's VMT Analysis (EIR *Technical Appendix O.1*) (Urban Crossroads, 2023d, p. 65).

For the proposed industrial uses, it is important to note that although the Project's TA (EIR *Technical Appendix P*) does not breakdown passenger cars by type, this analysis assumes that passenger cars include Light-Duty-Auto vehicles (LDA), Light-Duty-Trucks (LDT1[1] & LDT2[2]), Medium-Duty-Vehicles (MDV), and Motorcycles (MCY) vehicle types. In order to account for emissions generated by passenger cars, the fleet mix previously shown in EIR Table 4.3-7 in EIR Subsection 4.3 (*Air Quality*) was utilized for the Project's business park uses. The CalEEMod default fleet mix was used for the commercial uses. (Urban Crossroads, 2023d, p. 65)

To determine emissions from trucks for the proposed industrial uses, the analysis incorporated the SCAQMD recommended truck trip length of 15.3 miles for 2-axle (LHDT1[3], LHDT2[4]), 14.2 miles for 3-axle (MHDT) trucks, and 39.9 miles for 4+-axle (HHDT) trucks and weighting the average trip lengths using traffic trip percentages. Truck trip lengths for industrial uses are based on the Project's VMT Analysis (EIR *Technical Appendix O.1*) and an assumption of 100% primary trips. Trucks are broken down by truck type. The truck

[1] Vehicles under the LDT1 category have a gross vehicle weight rating (GVWR) of less than 6,000 lbs. and equivalent test weight (ETW) of less than or equal to 3,750 lbs.
[2] Vehicles under the LDT2 category have a GVWR of less than 6,000 lbs. and ETW between 3,751 lbs. and 5,750 lbs.
[3] Vehicles under the LHDT1 category have a GVWR of 8,501 to 10,000 lbs.
[4] Vehicles under the LHDT2 category have a GVWR of 10,001 to 14,000 lbs.

fleet mix is estimated by rationing the trip rates for each truck type based on information provided by the SCAQMD recommended truck mix, by axle type. Heavy trucks are broken down by truck type (or axle type) and are categorized as either Light-Heavy-Duty Trucks (LHDT1 & LHDT2)/2-axle, Medium-Heavy-Duty Trucks (MHDT)/3-axle, and Heavy-Heavy-Duty Trucks (HHDT)/4+-axle. To account for emissions generated by trucks, the fleet mix previously shown in Table 4.3-7 in EIR Subsection 4.3, *Air Quality*, was utilized. (Urban Crossroads, 2023d, p. 65)

On-Site Cargo Handling Equipment Emissions

It is common for business park buildings to require the operation of exterior cargo handling equipment in the building's truck court areas. For this Project, on-site modeled operational equipment includes up to four (4) 175 hp, natural gas-powered cargo handling equipment – port tractor operating 4 hours a day for 365 days of the year under both land use scenarios evaluated in the Project's GHGA. (Urban Crossroads, 2023d, p. 66)

Water Supply, Treatment, and Distribution

Indirect GHG emissions result from the production of electricity used to convey, treat, and distribute water and wastewater. The amount of electricity required to convey, treat, and distribute water depends on the volume of water as well as the sources of the water. Unless otherwise noted, CalEEMod default parameters were used. (Urban Crossroads, 2023d, p. 66)

Solid Waste

Industrial land uses would result in the generation and disposal of solid waste. A percentage of this waste would be diverted from landfills by a variety of means, such as reducing the amount of waste generated, recycling, and/or composting. The remainder of the waste not diverted would be disposed of at a landfill. GHG emissions from landfills are associated with the anaerobic breakdown of material. GHG emissions associated with the disposal of solid waste associated with the proposed Project were calculated by CalEEMod using default parameters. (Urban Crossroads, 2023d, pp. 66-67)

Refrigerants

Air conditioning (A/C) and refrigeration equipment associated with the buildings are anticipated to generate GHG emissions. CalEEMod automatically generates a default A/C and refrigeration equipment inventory for each project land use subtype based on industry data from the USEPA. CalEEMod quantifies refrigerant emissions from leaks during regular operation and routine servicing over the equipment lifetime and then derives average annual emissions from the lifetime estimate. Note that CalEEMod does not quantify emissions from the disposal of refrigeration and A/C equipment at the end of its lifetime. ~~Per 17 CCR 95371, new facilities with refrigeration equipment containing more than 50 pounds of refrigerant are prohibited from utilizing refrigerants with a GWP of 150 or greater as of January 1, 2022. As such, it was conservatively assumed that refrigeration systems installed at the high-cube cold storage warehouse portion of the Project would utilize refrigerants with a GWP of 150. GHG emissions associated with refrigerants were calculated by CalEEMod.~~ (Urban Crossroads, 2023d, p. 67)

❑ Emissions Summary

The estimated Project-related GHG emissions are summarized on Table 4.8-5, *Summary of GHG Emissions – Land Use Scenario 1* for land use Scenario 1. Detailed operation model outputs for Scenario 1 are presented in Appendices 3.2 and 3.3 to the Project's GHGA (*Technical Appendix J*). The estimated Project-related GHG emissions are summarized on Table 4.8-6, *Summary of GHG Emissions – Land Use Scenario 2*, for land Scenario 2. Detailed operation model outputs for Scenario 2 are presented in Appendices 3.4 and 3.5 to the Project's GHGA (*Technical Appendix J*). The estimated Project-related GHG emissions are summarized on Table 4.8-7, *Summary of GHG Emissions – Land Use Scenario 3*, for land use Scenario 3. Detailed operation model outputs for Scenario 3 are presented in Appendices 3.6 and 3.7 to the Project's GHGA (*Technical Appendix J*). (Urban Crossroads, 2023d, pp. 67-70).

Table 4.8-5 Summary of GHG Emissions – Land Use Scenario 1

Emission Source	Emissions (MT/yr)				
	CO_2	CH_4	N_2O	Refrigerants	Total CO_2e
PA 1					
Annual construction-related emissions amortized over 30 years	101.77	0.00	0.01	0.07	104.11
Mobile Source	15,397.00	0.28	1.99	21.00	16,020.00
Area Source	19.90	0.00	0.00	0.00	20.00
Energy Source	1,892.00	0.17	0.01	0.00	1,899.00
Water Usage	317.00	7.41	0.18	0.00	555.00
Waste	82.40	8.23	0.00	0.00	288.00
Cargo Handling Equipment					189.50
Total CO_2e (All Sources)	**19,075.61**				
PA 1 & PA 2					
Annual construction-related emissions amortized over 30 years	124.65	0.00	0.01	0.09	127.27
Mobile Source	17,260.00	0.37	2.00	19.82	17,885.00
Area Source	92.70	0.07	0.00	0.00	94.80
Energy Source	2,327.00	0.21	0.01	0.00	2,336.00
Water Usage	327.60	7.71	0.19	0.00	575.10
Waste	97.10	9.70	0.00	0.00	339.50
Refrigeration	0.00	0.00	0.00	0.28	0.28
Cargo Handling Equipment					189.50
Total CO_2e (All Sources)	**21,547.45**				

Source: CalEEMod output. See Appendices 3.2 and 3.3 to the Project's GHGA (*Technical Appendix J*) for detailed model outputs.
(Urban Crossroads, 2023d, Table 3-7)

Table 4.8-6 Summary of GHG Emissions – Land Use Scenario 2

Emission Source	Emissions (MT/yr)				
	CO_2	CH_4	N_2O	Refrigerants	Total CO_2e
PA 1					
Annual construction-related emissions amortized over 30 years	101.77	0.00	0.01	0.07	104.11
Mobile Source	31,630.00	0.63	3.60	44.20	32,764.00
Area Source	19.90	0.00	0.00	0.00	20.00
Energy Source	1,892.00	0.17	0.01	0.00	1,899.00
Water Usage	317.00	7.41	0.18	0.00	555.00
Waste	82.40	8.23	0.00	0.00	288.00
Cargo Handling Equipment					189.50
Total CO_2e (All Sources)	**35,819.61**				
PA 1 & PA 2					
Annual construction-related emissions amortized over 30 years	124.65	0.00	0.01	0.09	127.27
Mobile Source	35,113.00	0.74	3.61	40.55	36,246.00
Area Source	92.70	0.07	0.00	0.00	94.80
Energy Source	2,327.00	0.21	0.01	0.00	2,336.00
Water Usage	327.60	7.71	0.19	0.00	575.10
Waste	97.10	9.70	0.00	0.00	339.50
Refrigeration	0.00	0.00	0.00	0.28	0.28
Cargo Handling Equipment					189.50
Total CO_2e (All Sources)	**39,908.45**				

Source: CalEEMod output. See Appendices 3.4 and 3.5 to the Project's GHGA (*Technical Appendix J*) for detailed model outputs.
(Urban Crossroads, 2023d, Table 3-8)

Table 4.8-7 Summary of GHG Emissions – Land Use Scenario 3

Emission Source	Emissions (MT/yr)				
	CO_2	CH_4	N_2O	Refrigerants	Total CO_2e
PA 1					
Annual construction-related emissions amortized over 30 years	101.77	0.00	0.01	0.07	104.11
Mobile Source	15,340.00	0.28	1.99	21.00	15,961.00
Area Source	19.90	0.00	0.00	0.00	20.00
Energy Source	1,892.00	0.17	0.01	0.00	1,899.00
Water Usage	317.00	7.41	0.18	0.00	555.00
Waste	82.40	8.23	0.00	0.00	288.00
Cargo Handling Equipment					189.50
Total CO_2e (All Sources)	**19,016.61**				
PA 1 & PA 2					
Annual construction-related emissions amortized over 30 years	124.65	0.00	0.01	0.09	127.27
Mobile Source	16,395.00	0.34	1.96	18.69	17,005.00
Area Source	21.13	0.00	0.00	0.00	21.23
Energy Source	2,115.00	0.19	0.01	0.00	2,123.00
Water Usage	317.63	7.47	0.18	0.00	557.62
Waste	1,046.40	104.53	0.00	0.00	3,660.00
Refrigeration	0.00	0.00	0.00	0.04	0.04
Cargo Handling Equipment					189.50
Total CO_2e (All Sources)	**23,683.66**				

Source: CalEEMod output. See Appendices 3.6 and 3.7 to the Project's GHGA (*Technical Appendix J*) for detailed model outputs.
(Urban Crossroads, 2023d, Table 3-9)

❑ Project Impacts due to GHG Emissions

A numerical threshold for determining the significance of GHG emissions in the SCAB has not been established by the SCAQMD for Projects where it is not the lead agency. As an interim threshold based on guidance provided in the CAPCOA CEQA and Climate Change handbook, the City has opted to use a non zero threshold approach based on Approach 2 of the handbook. Threshold 2.5 (Unit-Based Thresholds Based on Market Capture) establishes a numerical threshold based on capture of approximately 90% of emissions from future development. The latest threshold developed by SCAQMD using this method is 3,000 $MTCO_2e$/yr for all projects. (Urban Crossroads, 2023d, p. 73)

At buildout, land use Scenario 1 has the potential to generate a total of approximately 21,547.45 $MTCO_2e$/yr, land use Scenario 2 has the potential to generate 39,908.45 $MTCO_2e$/yr, and land use Scenario 3 has the potential to generate 23,683.66 $MTCO_2e$/yr. As such, prior to mitigation the Project would exceed the SCAQMD's numeric threshold of 3,000 $MTCO_2e$/yr. Thus, the Project's impacts due to GHG emissions under land use Scenarios 1 through 3 would be significant on a cumulatively-considerable basis, requiring mitigation. (Urban Crossroads, 2023d, p. 74)

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

Pursuant to Section 15604.4 of the CEQA Guidelines, a lead agency may rely on qualitative analysis or performance-based standards to determine the significance of impacts from GHG emissions. As such, the Project's consistency with the 2022 Scoping Plan, is discussed below. Consistency with the 2008 and 2017 Scoping Plan is not necessary, since both of these plans have been superseded by the 2022 Scoping Plan. In addition, the analysis below also evaluates the Project's consistency with the City of Calimesa CAP. (Urban Crossroads, 2023d, p. 75)

Project Consistency with CARB 2022 Scoping Plan

As previously stated, pursuant to 15604.4 of the CEQA Guidelines, a lead agency may rely on qualitative analysis or performance-based standards to determine the significance of impacts from GHG emissions. As such, the Project's consistency with the 2022 Scoping Plan is discussed below. It should be noted that the Project's consistency with the 2022 Scoping Plan also satisfies consistency with AB 32 since the 2022 Scoping Plan is based on the overall targets established by AB 32 and SB 32. As previously noted, the 2022 Scoping Plan advocates for compliance with a local CAP to determine consistency. (Urban Crossroads, 2023d, p. 75)

The Project would not impede the State's progress towards carbon neutrality by 2045 under the 2022 Scoping Plan. The Project would be required to comply with applicable current and future regulatory requirements promulgated through the 2022 Scoping Plan. Some of the current transportation sector policies the Project will comply with (through vehicle manufacturer compliance) include: Advanced Clean Cars II, Advanced Clean Trucks, Advanced Clean Fleets, Zero Emission Forklifts, the Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-Road Fleet Recognition Program, In-use Off-Road Diesel-Fueled Fleets Regulation, Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-Road Fleet Recognition Program, Amendments to the In-use Off-Road Diesel-Fueled Fleets Regulation, carbon pricing through the Cap-and-Trade Program, and the Low Carbon Fuel Standard. Notwithstanding, since the Project would result in an exceedance of the aforementioned numeric GHG significance threshold, the Project has been conservatively determined to have the potential to conflict with an applicable GHG reduction plan. Therefore, prior to mitigation, the Project would result in a significant impact due to a potential conflict with the CARB 2022 Scoping Plan. (Urban Crossroads, 2023d, p. 75)

Project Consistency with City of Calimesa CAP

As previously stated, the City of Calimesa CAP is considered a qualified GHG reduction plan in accordance with CEQA Guidelines Section 15183.5 through 2020. However, the CAP did not demonstrate compliance

with the statewide GHG goal established by SB 32 for 2030 because it was adopted prior to SB 32. Thus, the City's CAP cannot be relied upon to determine project-level significance. Notwithstanding, there are no components of the proposed Project that have the potential to conflict with the City's CAP, even if it were utilized to evaluate Project significance. (Urban Crossroads, 2023d, pp. 75-76)

Conclusion

Although there are no components of the Project that would conflict with the City of Calimesa CAP, since the Project would result in an exceedance of the aforementioned numeric GHG significance threshold, the Project has been conservatively determined to have the potential to conflict with the CARB 2022 Scoping Plan, which is an applicable GHG reduction plan. Therefore, prior to mitigation, the Project would result in a significant impact due to a potential conflict with the CARB 2022 Scoping Plan.

4.8.5 Cumulative Impact Analysis

As discussed in subsection 4.8.1, there is no evidence at this time that would indicate that the emissions from a project the size of the Project would directly or indirectly affect the global climate. As such, Project impacts due to GHG emissions are inherently cumulative in nature.

As discussed under the analysis of Threshold a., at buildout, land use Scenario 1 has the potential to generate a total of approximately 21,547.45 $MTCO_2e$/yr, land use Scenario 2 has the potential to generate 39,908.45 $MTCO_2e$/yr, and land use Scenario 3 has the potential to generate 28,683.66 $MTCO_2e$/yr. As such, prior to mitigation the Project would exceed the SCAQMD's numeric threshold of 3,000 $MTCO_2e$/yr. As other cumulative developments also have the potential to result in significant impact due to GHG emissions, the Project's GHG impacts under each land use scenario would be significant on a cumulatively-considerable basis.

As discussed under the analysis of Threshold b., although there are no components of the Project that would conflict with the City of Calimesa CAP, since the Project would result in an exceedance of the aforementioned numeric GHG significance threshold, the Project has been conservatively determined to have the potential to conflict with the CARB 2022 Scoping Plan, which is an applicable GHG reduction plan. As other cumulative developments similarly have the potential to result in cumulatively-considerable GHG emissions and/or to result in a conflict with an applicable GHG reduction plan, the Project's potential conflict with the CARB 2022 Scoping Plan represents a cumulatively-considerable significant impact of the proposed Project.

4.8.6 Significance of Impacts Before Mitigation

Threshold a.: Significant Cumulatively-Considerable Impact. At buildout, land use Scenario 1 has the potential to generate a total of approximately 21,547.45 $MTCO_2e$/yr, land use Scenario 2 has the potential to generate 39,908.45 $MTCO_2e$/yr, and land use Scenario 3 has the potential to generate 23,683.66 $MTCO_2e$/yr. As such, prior to mitigation the Project would exceed the SCAQMD's numeric threshold of 3,000 $MTCO_2e$/yr. Thus, the Project's impacts due to GHG emissions under land use Scenarios 1 through 3 would be significant on a cumulatively-considerable basis, requiring mitigation.

Threshold b.: Significant Cumulatively-Considerable Impact. Although there are no components of the Project that would conflict with the City of Calimesa CAP, since the Project would result in an exceedance of the SCAQMD's numeric threshold of 3,000 $MTCO_2e$/yr, the Project has been conservatively determined to have the potential to conflict with the CARB 2022 Scoping Plan, which is an applicable GHG reduction plan. Therefore, prior to mitigation, the Project would result in a significant impact due to a potential conflict with the CARB 2022 Scoping Plan.

4.8.7 Regulatory Requirements and Project Features

RR 4.8-1 The Project would be required to comply with all mandates imposed by the State of California and SCAQMD aimed at the reduction of GHG emissions. Those that are applicable to the Project and that would assist in the reduction of greenhouse gas emissions are listed below:

- Global Warming Solutions Act of 2006 (Assembly Bill [AB] 32).
- Regional GHG Emissions Reduction Targets/Sustainable Communities Strategies (Senate Bill [SB] 375).
- Pavley Fuel Efficiency Standards (AB 1493). Establishes fuel efficiency ratings for new vehicles.
- California Building Code (Title 24 California Code of Regulations [CCR]). Establishes energy efficiency requirements for new construction.
- Appliance Energy Efficiency Standards (Title 20 CCR). Establishes energy efficiency requirements for appliances.
- Low Carbon Fuel Standard (LCFS). Requires carbon content of fuel sold in California to be 10 percent (%) less by 2020.
- California Water Conservation in Landscaping Act of 2006 (AB 1881). Requires local agencies to adopt the Department of Water Resources updated Water Efficient Landscape Ordinance or equivalent to ensure efficient landscapes in new development and reduced water waste in existing landscapes.
- Statewide Retail Provider Emissions Performance Standards (SB 1368). Requires energy generators to achieve performance standards for GHG emissions.
- Renewable Portfolio Standards (SB 1078 – also referred to as RPS). Requires electric corporations to increase the amount of energy obtained from eligible renewable energy resources to 20% by 2010 and 33% by 2020.
- California Global Warming Solutions Act of 2006 (SB 32). Requires the state to reduce statewide GHG emissions to 40% below 1990 levels by 2030, a reduction target that was first introduced in Executive Order B-30-15.
- SCAQMD Rule 2305. The SCAQMD adopted Rule 2305, the Warehouse Indirect Source Rule, on May 7, 2021. Owners and operators associated with warehouses 100,000 square feet (s.f.) or larger are required to directly reduce nitrogen oxides (NO_X) and particulate

matter emissions, or to otherwise facilitate emission and exposure reductions of these pollutants in nearby communities.

- All vehicle operators are required to comply with California Air Resources Board (CARB) Rule 2485 and CARB Rule 2449, which limits nonessential idling of diesel-fueled commercial vehicle engines and diesel-powered off-road equipment to five minutes or less. Prior to issuance of occupancy permits for buildings with loading dock areas, the City shall verify that signs are posted in these areas that inform vehicle and equipment operators about the requirements of these Rules except that such signs shall post a 3-minute idling restriction (instead of the 5-minutes required by CARB).

4.8.8 Mitigation Measures

MM 4.8-1 As conditions of grading and building permits, the City of Calimesa shall require implementation of the following measures during grading and construction activities:

1. Construction contractors shall assure the following. These requirements shall be specified in bid documents issued to prospective contractors. Prior to grading and building permit issuance, the construction contractor(s) shall submit an equipment list to the City confirming that the equipment used is compliant. The contractor(s) also shall keep a copy of the equipment list, with CARB tier levels noted, best available control technology (BACT) devices noted, and any required CARB or SCAQMD~~S~~ operating permits required, on the construction site in a location available for the City or City designee for inspection upon request.

   a. Construction equipment greater than 150 horsepower achieves or is equivalent to or better than Environmental Protection Agency (EPA)/ CARB Tier 4 emissions standards, or Tier 3 standards if Tier 4 equipment is not reasonably available at the time of construction; and

   b. Construction equipment over 50 horsepower is fitted with BACT devices, if technically feasible and if the BACT devices can be reasonably acquired by the contractor.

2. Construction contractors shall assure that hand tools and pressure washers used for construction are electric-powered and shall designate an area of the construction site where electric-powered tools and equipment can charge. The City shall verify the location of the designated charging area in association with grading and building permit issuance.

3. Project construction contractors shall tune and maintain all construction equipment in accordance with the equipment manufacturer's recommended maintenance schedule and specifications. Maintenance records for all pieces of equipment shall be kept on-site for the duration of construction activities and shall be made available for periodic inspection by City or its designee.

MM 4.8-2 Prior to issuance of building permits for construction of warehouse building shells (i.e., prior to tenant improvements), the City of Calimesa shall condition the building shell permit(s) to require compliance with the following applicable requirements:

1. At least 50% of the trees planted in the passenger vehicle parking lots shall be non-deciduous (evergreen) trees to maximize shade cover in the summer.
2. The rooftops of the office portions of the warehouse building not covered with photovoltaic panels shall be constructed with light colored roofing material with a solar reflective index ("SRI") of not less than 78. This material shall be the minimum solar reflective rating of the roof material for the life of the building. Prior to issuance of building permits, the City shall verify that the roofing material complies.
3. At every bike rack and bike parking location required under CALGreen Title 24, a charging station shall be provided for the purpose of charging electric bikes. Prior to building permit issuance, the City shall review improvement plans to ensure that specifications are noted to install electric bike charging stations. The City shall verify that the charging stations are installed prior to the issuance of an occupancy permit.
4. The Project is required to comply with the provisions of the California Solid Waste Reuse and Recycling Act (AB 1327) which requires that an adequate area for collecting and loading recyclable materials over the lifetime of the project be provided. The City shall ensure the provision of this area prior to the issuance of building permits.

MM 4.8-3 A natural gas line shall not be installed to service any of the warehouse buildings. The City of Calimesa shall verify that there will be no gas line during the shell building permit and tenant improvement building permit plan check processes.

MM 4.8-4 Prior to issuance of shell building permits and tenant improvement building permits for the warehouse buildings, the City of Calimesa shall verify that the buildings will accommodate renewable energy production on-site (e.g., through solar panels or other "clean" technologies). The roofs of warehouse buildings shall be outfitted with a solar photovoltaic system of the maximum size feasible given building tenant electrical demands, applicable Building Code requirements, clearance requirements around skylights and roof-mounted equipment, SCE interconnection regulations, transformer capacity, and other applicable code compliance constraints. Prior to issuance of a certificate of occupancy for the tenant, the City shall verify that the roof-mounted solar photovoltaic systems are either installed, or that the systems have been ordered and are scheduled to be installed within 6 months of tenant occupancy. The number of solar panels shall ~~to~~ offset, at a minimum, the anticipated energy demands of the office portions of the warehouse buildings, and at maximum not exceeding the available total Kilovolt-Amperes (kVA) used to service the building by a Southern California Edison (SCE) final approved drawing showing the transformer size and capacity. The size of the transformer shall be determined by SCE in their final engineered drawings for construction of the project. If the transformer size cannot be determined during the shell building permit issuance, then this condition for rooftop solar shall be deferred to the tenant improvement building permit and

to any subsequent tenant improvement permits as the tenant's transformer load may change. Utilizing the transformer capacity, the appropriate number of solar panels shall be included with the related building permits to ensure their installation and operation. As it relates to the shell building permit, the roof shall be designed to accommodate rooftop mounted solar panels. As part of the building permit application, the Project Applicant shall provide calculations to disclose the anticipated energy demands of the warehouse buildings' office spaces, and shall demonstrate that the solar panels proposed as part of the building permits are sufficiently sized to meet 100% of the office space energy demands.

MM 4.8-5 Prior to issuance of shell and tenant improvement building permits for the warehouse buildings, the City of Calimesa shall ensure that the following measures have been accommodated on the plans in order to achieve a minimum 10% increase in efficiency for the building envelope's energy demand (compared to the baseline condition level of efficiency without the implementation of these measures) and a 12% savings in indoor water use (compared to the baseline). Prior to issuance of occupancy permits for the warehouse buildings, the City of Calimesa shall verify that the following features have been installed on site.

- Insulation (conditioned office space only): Install enhanced insulation (walls: minimum rating of R-13 Insulation; roof/attic: minimum rating of R-38 Insulation).
- Windows (conditioned office space only): Enhanced window insulation [minimum U-Factor of 0.4, minimum Solar Heat Gain Coefficient (SHGC) of 0.32].
- Cool Roof [minimum Cool Roof Rating Council (CRRC) rating of 0.15-aged solar reflectance, and a minimum rating of 0.75 for thermal emittance].
- Heating/Cooling Distribution System: All ducts shall have a minimum Insulation Rating of R-6.
- Water Heaters: All water heaters shall consist of high-efficiency water heaters (minimum 0.72 energy factor).
- Artificial Lighting: All lighting shall consist of very high efficiency lights (100% of in-unit fixtures shall be high efficiency).
- Appliances: All appliances shall comply with Energy Star standards, including refrigerators and commercial dish washers.
- Water fixtures: Water efficient toilets, water efficiency faucets, and water efficiency shower heads shall be installed in all restrooms and office spaces.

MM 4.8-6 In conjunction with the approval of tenant improvement plans and prior to the issuance of an occupancy permit, a minimum of the below referenced truck (trailer) electric charging stations shall be installed, technology and SCE electric transformer capacity permitting. If the warehouse building tenant is not served by electric trucks, at the time the City issues the certificate of occupancy, as a condition of the occupancy permit, electric truck charging stations shall be installed and operational, technology and transformer capacity permitting, no

later than 24 months from the date of certificate occupancy or December 31, 2027, whichever is soonest.

- Building 1 – 37 Dock Doors * 5% = 2 Charging Stations
- Building 2 – 74 Dock Doors * 5% = 4 Charging Stations
- Building 3 – 93 Dock Doors * 5% = 5 Charging Stations
- Building 4 – 50 Dock Doors * 5% = 3 Charging Stations

MM 4.8-7 Prior to issuance of occupancy permits for any warehouse building, the City of Calimesa shall ensure that passenger car Electric Vehicle (EV) charging stations and designated carpool parking stalls have been installed per the provisions of the California Green Building Standards Code, and shall ensure that at least 5% of all passenger vehicle parking spaces assigned to the warehouse building have been equipped with operational working Level 2 Quick Charge EV charging stations, for a minimum of 42 EV charging spaces. The City of Calimesa also shall verify that electrical panel(s) are adequately sized to accommodate future EV charging stations The City also shall verify that signage has been installed indicating EV charging stations and specifying that spaces are reserved for clean air/EV vehicles. Unless superior technology is developed that would replace the EV charging units, the building operators and any successors in interest shall be responsible for maintaining the EV charging stations in working order for the life of the buildings. The City shall verify the installation of the passenger car EV stations and electrical panels and conduit prior to issuance of occupancy permits.

MM 4.8-8 Prior to issuance of occupancy permits for any buildings within the Project site, the City of Calimesa shall ensure that sidewalks and the meandering multi-use trail have been installed in a manner consistent with Figure 4-4, *Conceptual Non-Vehicular Circulation and Mobility Plan*, of the Oak Valley North Specific Plan. Sidewalks/trails required to be installed include a 6-foot-wide sidewalk (one side) along the Project site's frontage with Calimesa Boulevard, an 8-foot-wide meandering multi-use trail along the Project site's frontage with Beckwith Avenue, and 6-foot-wide sidewalks (both sides) along Beckwith Avenue between the northern Project boundary and Singleton Road.

MM 4.8-9 In order to promote the use of zero-emission commercial vehicles, building lease agreements shall include a provision that informs the Project's building tenants about the environmental benefits of using zero-emission commercial vehicles. Building lease and sale agreements shall also include provisions that encourage and incentivize the use of zero-emission commercial vehicles upon reasonable commercial availability of such vehicles, including known public and private incentive programs. Prior to the issuance of a certificate of occupancy, the building user shall report to the City as part of the occupancy permit application process whether the business will be served by owned, leased, or vendor commercial vehicles, and the fuel types of owned and leased vehicles, if known. The City shall in turn provide the building owner and user with information regarding any additional incentive programs the City is aware of to encourage businesses to use zero-emission vehicles.

MM 4.8-10 All on-site indoor and outdoor cargo handling equipment used in warehouse operations (including yard trucks, hostlers, yard goats, pallet jacks, forklifts, and comparable on-site equipment) shall be required to be powered by electricity or equivalent non-zero engines. Prior to issuance of occupancy permits for any warehouse buildings, the City of Calimesa shall verify that the electric charging stations have been installed for the on-site equipment. This requirement also shall be specified in future lease agreements with all future tenants, and future tenants shall be required to permit periodic inspection by the City of Calimesa to ensure compliance.

MM 4.8-11 In order to promote alternative fuels, and help support "clean" truck fleets, as part of future lease agreements the developer/successor-in-interest shall be required to provide building occupants with information related to SCAQMD's Carl Moyer Program, CARB's Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP), and/or other such programs that promote truck retrofits or "clean" vehicles and information including, but not limited to, the health effect of diesel particulates, benefits of reduced idling time, CARB regulations, and importance of not parking in residential areas. Tenants shall be notified about the availability of: 1) alternatively fueled cargo handling equipment; 2) grant programs for diesel-fueled vehicle engine retrofit and/or replacement; 3) designated truck parking locations in the project vicinity; 4) access to alternative fueling stations proximate to the site that supply compressed natural gas; and 5) the United States Environmental Protection Agency's SmartWay program.

MM 4.8-12 Legible, durable, weather-proof signs shall be placed at truck access gates, loading docks, and truck parking areas of the warehouse portion of the Project that identify applicable California Air Resources Board (CARB) anti-idling regulations. At a minimum, each sign shall include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for drivers of diesel trucks to restrict idling to no more than three (3) minutes once the vehicle is stopped, the transmission is set to "neutral" or "park," and the parking brake is engaged; and 3) telephone numbers of the building facilities manager and the CARB to report violations. Prior to the issuance of occupancy permits, the City shall conduct a site inspection to ensure that the signs are in place.

MM 4.8-13 All warehouse lease agreements shall include a provision requiring the use of electric equipment for landscape maintenance to the extent feasible.

MM 4.8-14 All warehouse and trailer storage lot operations on site shall adhere to the following requirements. These requirements also shall be specified in future lease agreements with all future tenants, and tenants shall be required to permit periodic inspection by the City of Calimesa to ensure compliance.

a. Warehouse/distribution facilities and trailer storage lots shall be designed to provide adequate on-site parking for commercial trucks and passenger vehicles and on-site approach driveway queuing for trucks that is away from sensitive receptors. Queuing and spill-over of trucks onto surrounding public streets shall be prevented and lease agreements

shall specify penalties for truck queuing on Calimesa Boulevard. Lease agreements shall specify that commercial trucks shall not be permitted to park in the public road right-of-way or nearby residential areas.

b. Truck driveways shall not connect with Beckwith Avenue except for emergency access purposes.

c. Sites shall clearly mark entry and exit points for trucks and service vehicles.

d. Sites shall be densely screened with landscaping along all bordering public streets and adjacent sensitive receptors, with trees spaced no further apart than 25 feet on center. Fifty percent of the landscape screening shall include a minimum of 36- inch box trees. Facility operators will be responsible to establish a long-term maintenance mechanism to assure that the landscaping remains in place and functional in accordance with the site's approved landscaping plan.

e. Facility operators shall maintain records of their fleet equipment and ensure that all diesel-fueled Medium-Heavy Duty Trucks ("MHDT") and Heavy-Heavy Duty Trucks ("HHD") accessing the site use year CARB 2010 or newer engines. The records shall be maintained on-site and be made available for inspection by the City.

f. Legible, durable, weather-proof signs shall be placed at truck access gates, loading docks, and truck parking areas that identify applicable California Air Resources Board (CARB) anti-idling regulations. At a minimum each sign shall include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for drivers of diesel trucks to restrict idling to no more than three minutes; and 3) telephone numbers of the building facilities manager and CARB to report violations.

g. Facility operators shall train their managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks.

h. Signs shall be posted in the appropriate locations and/or handouts shall be provided to on-site employees by the facility operator that show the locations of nearest food options, fueling, truck maintenance services, and other similar convenience services to reduce unnecessary vehicle travel searching for convenience services.

i. Each facility shall designate a Compliance Officer responsible for implementing the operational measures described herein and/or in the project conditions of approval and mitigation measures. Contact information shall be provided to the City of Calimesa and updated annually, and signs shall be posted in visible locations providing the contact information for the Compliance Officer to the surrounding community.

j. Signs shall be posted in appropriate locations directing heavy truck drivers to either park and perform any maintenance of trucks in designated on-site areas or at a professional off-site maintenance facility and not within undesignated areas in the surrounding community or on public streets.

k. Facility operators that exceed 250 on-site employees shall establish a rideshare program, in accordance with SCAQMD Rule 2202, with the intent of discouraging single-occupancy

vehicle trips and promote alternate modes of transportation, such as carpooling and transit where feasible.

4.8.9 Significance of Impacts After Mitigation

Threshold a.: Significant and Unavoidable Cumulatively-Considerable Impact. The Project would be subject to compliance with Mitigation Measures MM 4.8-1 through MM 4.8-14, and also would be subject to compliance with Mitigation Measures MM 4.3-1 through MM 4.3-7 within EIR Subsection 4.3, *Air Quality*, several of which would serve to reduce the Project's level of GHG emissions. These measures are designed to reduce Project construction- and operational-source emissions. Although all of the identified mitigation measures would serve to reduce the Project's GHG emissions, the resulting level of emission reductions only can be quantified for Mitigation Measures MM 4.8-3 through MM 4.8-8, MM 4.8-10, and MM 4.8-13. The estimated emissions with implementation of Mitigation Measures MM 4.8-3 through MM 4.8-8, MM 4.8-10, and MM 4.8-13 are presented on Table 4.8-8, *Summary of Mitigated GHG Emissions – Land Use Scenario 1*, for land use Scenario 1; Table 4.8-9, *Summary of Mitigated GHG Emissions – Land Use Scenario 2*, for land use Scenario 2; and Table 4.8-10, *Summary of Mitigated GHG Emissions – Land Use Scenario 3* for land use Scenario 3. As shown in these tables, although the required mitigation would reduce the Project's level of GHG emissions by between 6.0% and 11.2% (depending on which land use Scenario is considered), even with the incorporation of mitigation measures the Project's level of GHG emissions still would exceed the 3,000 $MTCO_2e$/yr threshold of significance. There are no additional feasible mitigation measures available that would further reduce the Project's level of GHG emissions, and as such it would not be feasible to reduce the Project's emissions of GHGs to below the 3,000 $MTCO_2e$/yr threshold of significance. Accordingly, Project impacts due to GHG emissions under land use Scenarios 1 through 3 would be significant and unavoidable impact on both a direct and cumulatively-considerable basis.

Threshold b.: Significant and Unavoidable Cumulatively-Considerable Impact. As previously noted, although all of the identified mitigation measures would serve to reduce the Project's GHG emissions, the resulting level of emission reductions only can be quantified for Mitigation Measures MM 4.8-3 through MM 4.8-8, MM 4.8-10, and MM 4.8-13. Implementation of these measures would reduce the Project's level of GHG emissions by between 6.0% and 11.2% (depending on which land use Scenario is considered), but would not reduce the Project's emissions to below the 3,000 $MTCO_2e$/yr threshold of significance under any of the land use Scenarios considered herein. As such, it cannot be demonstrated that the Project's level of GHG reductions would ensure Project consistency with the CARB 2022 Scoping Plan. There are no other feasible mitigation measures available to reduce the Project's GHG emissions to a less than significant level. Therefore, Project impacts due to a conflict with the CARB 2022 Scoping Plan would represent a significant and unavoidable cumulatively-considerable impact of the proposed Project.

Table 4.8-8 Summary of Mitigated GHG Emissions – Land Use Scenario 1

Emission Source	Emissions (MT/yr)				
	CO_2	CH_4	N_2O	Refrigerants	Total CO_2e
PA 1					
Annual construction-related emissions amortized over 30 years	101.77	0.00	0.01	0.07	104.11
Mobile Source	15,339.00	0.28	1.99	20.90	15,961.00
Area Source	19.90	0.00	0.00	0.00	20.00
Energy Source	897.00	0.08	0.01	0.00	902.00
Water Usage	279.00	6.52	0.16	0.00	488.00
Waste	82.40	8.23	0.00	0.00	288.00
Cargo Handling Equipment					0.00
Reduction from Passenger Car EV					-305.00
Reduction from Truck EV					-417.00
Total CO_2e (All Sources)	**17,041.11**				
PA 1 & PA 2					
Annual construction-related emissions amortized over 30 years	124.65	0.00	0.01	0.09	127.27
Mobile Source	17,149.00	0.36	1.99	19.67	17,773.00
Area Source	77.00	0.00	0.00	0.00	77.10
Energy Source	1,247.00	0.11	0.01	0.00	1,252.00
Water Usage	289.60	6.82	0.17	0.00	509.10
Waste	97.10	9.70	0.00	0.00	339.50
Refrigeration	0.00	0.00	0.00	0.28	0.28
Cargo Handling Equipment					0.00
Reduction from Passenger Car EV					-285.00
Reduction from Truck EV					-407.00
Total CO_2e (All Sources)	**19,386.25**				

Source: CalEEMod output. See Appendices 3.8 and 3.9 to the Project's GHGA (*Technical Appendix J)* for detailed model outputs.
(Urban Crossroads, 2023d, Table 3-10)

Table 4.8-9 Summary of Mitigated GHG Emissions – Land Use Scenario 2

Emission Source	Emissions (MT/yr)				
	CO_2	CH_4	N_2O	Refrigerants	Total CO_2e
PA 1					
Annual construction-related emissions amortized over 30 years	101.77	0.00	0.01	0.07	104.11
Mobile Source	31,415.00	0.62	3.60	43.80	32,545.00
Area Source	19.90	0.00	0.00	0.00	20.00
Energy Source	811.00	0.07	0.01	0.00	815.00
Water Usage	279.00	6.52	0.16	0.00	488.00
Waste	82.40	8.23	0.00	0.00	288.00
Cargo Handling Equipment					0.00
Reduction from Passenger Car EV					-305.00
Reduction from Truck EV					-417.00
Total CO_2e (All Sources)	**33,538.11**				
PA 1 & PA 2					
Annual construction-related emissions amortized over 30 years	124.65	0.00	0.01	0.09	127.27
Mobile Source	34,781.00	0.73	3.60	40.06	35,911.00
Area Source	77.00	0.00	0.00	0.00	77.10
Energy Source	1,247.00	0.11	0.01	0.00	1,252.00
Water Usage	289.60	6.82	0.17	0.00	509.10
Waste	97.10	9.70	0.00	0.00	339.50
Refrigeration	0.00	0.00	0.00	0.28	0.28
Cargo Handling Equipment					0.00
Reduction from Passenger Car EV					-285.00
Reduction from Truck EV					-407.00
Total CO_2e (All Sources)	**37,524.25**				

Source: CalEEMod output. See Appendices 3.10 and 3.11 to the Project's GHGA (*Technical Appendix J*) for detailed model outputs.
(Urban Crossroads, 2023d, Table 3-11)

Table 4.8-10 Summary of Mitigated GHG Emissions – Land Use Scenario 3

Emission Source	Emissions (MT/yr)				
	CO_2	CH_4	N_2O	Refrigerants	Total CO_2e
PA 1					
Annual construction-related emissions amortized over 30 years	101.77	0.00	0.01	0.07	104.11
Mobile Source	15,282.00	0.28	1.99	20.90	15,901.00
Area Source	19.90	0.00	0.00	0.00	20.00
Energy Source	811.00	0.07	0.01	0.00	815.00
Water Usage	279.00	6.52	0.16	0.00	488.00
Waste	82.40	8.23	0.00	0.00	288.00
Cargo Handling Equipment					0.00
Reduction from Passenger Car EV					-305.00
Reduction from Truck EV					-417.00
Total CO_2e (All Sources)	**16,894.11**				
PA 1 & PA 2					
Annual construction-related emissions amortized over 30 years	124.65	0.00	0.01	0.09	127.27
Mobile Source	16,294.00	0.33	1.96	18.55	16,903.00
Area Source	21.13	0.00	0.00	0.00	21.23
Energy Source	1,035.00	0.09	0.01	0.00	1,039.00
Water Usage	279.63	6.58	0.16	0.00	491.62
Waste	1,046.40	104.53	0.00	0.00	3,660.00
Refrigeration	0.00	0.00	0.00	0.04	0.04
Cargo Handling Equipment					0.00
Reduction from Passenger Car EV					-285.00
Reduction from Truck EV					-407.00
Total CO_2e (All Sources)	**21,550.16**				

Source: CalEEMod output. See Appendices 3.12 and 3.13 to the Project's GHGA (*Technical Appendix J*) for detailed model outputs.
(Urban Crossroads, 2023d, Table 3-12)

4.9 HAZARDS AND HAZARDOUS MATERIALS

The information and analysis in this Subsection 4.9 is based in part on technical studies that were prepared to determine the presence or absence of hazardous materials on the Project site under existing condition, and to assess evacuations in the event of a wildfire hazard. The first technical study was prepared by Waterstone Environmental, Inc. (herein "Waterstone") and is titled "Phase I Environmental Assessment Report, Subject Properties Located at 9950 and 10300 Calimesa Boulevard, Calimesa, California 92320" (herein, "Phase I ESA"), is dated July 23, 2020, and is included as *Technical Appendix K.1* (Waterstone, 2020). The second technical study also was prepared by Waterstone and is titled "Results of Limited Phase II Sampling for the Diocese of San Bernardino Property Located at 9950 and 10300 Calimesa Boulevard, Calimesa, California 92320" (herein, "Phase II ESA"), is dated March 10, 2022, and is included as *Technical Appendix K.2* (Waterstone, 2022). Additionally, an update letter was prepared by Waterstone to confirm the findings of the prior reports, and is titled, "Update Letter for the Subject Properties Located at 9950 and 10300 Calimesa Boulevard, Calimesa, California," is dated May 11, 2023, and is included as *Technical Appendix K.3* (Waterstone, 2023). In addition, Waterstone conducted additional research and Phase II sampling at the Project site, the results of which are documented in a report entitled, "Results of Additional Phase II Sampling at the Stearns and Diocese of San Bernardino Properties Located at 9950 and 10300 Calimesa Boulevard, Oak Valley North Project, Calimesa, California" (herein, "Supplemental Phase II ESA), dated February 22, 2024, and included as EIR *Technical Appendix K.4* (Waterstone, 2024). Additionally, and in order to address potential Project impacts associated with evacuations during emergencies, including during wildfire events, a Wildfire Evacuation Plan (herein, "WEP") was prepared for the Project by Dudek, entitled "Wildfire Evacuation Plan, Oak Valley North," dated February 2024, and included as EIR *Technical Appendix Q.2* (Dudek, 2024b). Refer to Section 7.0, *References*, for a complete list of reference sources used in this analysis.

4.9.1 EXISTING CONDITIONS

A. *Definition of Terms*

For purposes of this EIR, the term "toxic substance" is defined as a substance that, because of its quantity, concentration, or physical, chemical, or infectious characteristics, may present an unreasonable risk of injury to human health or the environment. Toxic substances include chemical, biological, flammable, explosive, and radioactive substances.

"Hazardous material" is defined as a substance that, because of its quantity, concentration, or physical, chemical, or infectious characteristics, may: 1) pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, disposed of, or otherwise mismanaged; or 2) cause or contribute to an increase in mortality or an increase in irreversible or incapacitating illness. (CCR, n.d.)

"Hazardous waste" is defined in the California Code of Regulations (CCR), Title 22, § 66261.3. The defining characteristics of hazardous waste are: ignitability (oxidizers, compressed gases, and extremely flammable liquids and solids), corrosivity (strong acids and bases), reactivity (explosives or generates toxic fumes when exposed to air or water), and toxicity (materials listed by the United States Environmental Protection Agency (EPA) as capable of inducing systemic damage to humans or animals). Certain wastes are called "Listed Wastes" and are found in the CCR, Title 22, Sections 66261.30 through 66261.35. Wastes appear on the lists

because of their known hazardous nature or because the processes that generate them are known to produce hazardous wastes (which are often complex mixtures). (CCR, n.d.)

"Recognized Environmental Condition (REC)" is defined as the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. It should be noted that these definitions are based on the 2013 version of the American Society for Testing and Materials (ASTM) standards, and the 2021 version of the ASTM standards provide revised definitions and additional instructions for "review of land title records," "property use limitations," "likely," "significant data gaps," "presumed viability," and the "level of inquiry" depending on the future intended uses of the subject property. (Waterstone, 2020, p. 1)

"Historical Recognized Environmental Condition (HREC)" is defined as a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls (e.g., property use restrictions, AULs, institutional controls, or engineering controls). (Waterstone, 2020, p. 1)

A Controlled Recognized Environmental Condition (CREC) is defined as a REC resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority (e.g., as evidenced by the issuance of a NFA letter or equivalent, or meeting risk-based criteria established by regulatory authority), with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls (e.g., property use restrictions, Authorized Use Lists [AULs], institutional controls, or engineering controls). (Waterstone, 2020, p. 1)

A "Vapor Encroachment Condition (VEC)" is defined as the presence or likely presence of contaminant of concern vapors in the sub-surface of the target property (TP) caused by the release of vapors from contaminated soil or groundwater either on or near the TP. (Waterstone, 2020, pp. 1-2)

B. Historical Review, Regulatory Records Review, and Field Reconnaissance

As part of the Project's Phase I ESA (*Technical Appendix K.1*), Waterstone conducted a site walk to document the current condition of the Project site and neighboring facilities; a review of a regulatory databases; a review of previously-prepared reports for the Project site; questionnaires to the current property owner; a review of historical references including aerial photographs, city directories, and topographic maps; on-line research and file review requests concerning the Project site and suspect off-site sources at the Department of Toxic Substances Control (DTSC) websites; a review of records maintained by the Riverside County Department of Environmental Health (RCDEH); and a review of building records. The results of the assessment are summarized below. Table 4.9-1, *Summary of Previous Hazardous Materials Investigations*, identifies previous hazardous materials investigations conducted at the Project site and provides a summary of the key findings from these reports.

Table 4.9-1 Summary of Previous Hazardous Materials Investigations

Report	Summary of Findings and Data Gaps
"Limited Phase II Environmental Site Assessment, 10300 Calimesa Boulevard, Calimesa, Calif. 92320, Project No. 02-0345," prepared by MLE Environmental Technologies, Inc., and dated September 29, 2002	Findings: ▪ The property contained a total of 16 structures consisting of residential dwellings, garages, barns, maintenance and storage facilities, and stables. ▪ Operations and storage in the barns included a paint spray booth, battery storage/charging, lube oil and waste oil storage, and a pit for servicing buses. ▪ The hazardous materials identified for the property include lead-based paint, asbestos, lube oils, batteries, paints, and pesticides/herbicides. ▪ Three septic tanks were identified. ▪ Three Western Municipal Water District wells were noted in the report to be located onsite, including Well Nos. 2S2W25B02S, B03S, and B04S. ▪ Limited soil sampling was conducted in the outside waste oil and materials laydown areas and found to be impacted with elevated concentrations of total recoverable petroleum hydrocarbons (TRPH) and semi-volatile organic compounds (SVOCs). The SVOCs identified included benzo(b)fluoranthene, chrysene, phenanthrene, pyrene, and creosote; all compounds associated with wood preservatives/pesticides. ▪ A Certified Asbestos/Lead Abatement Contractor shall have to be employed for removal of the Asbestos-Containing Building Materials (ACBMs) & Lead-Based Paints (LBPs). ▪ Soil staining in various areas indicates that the wastes were released onto the site. Data Gaps: ▪ Notes that a geotechnical assessment of the area should be performed. ▪ Information from prior land owner, including Material Safety Data Sheets (MSDS), Local Enforcement Agency (LEA) submitted Business Plan and any record of health related injuries or illnesses on the site. ▪ No groundwater data is available to indicate elevated levels of pesticide or hydrocarbon contaminants. The owner should be requested to submit water samples for each well to a certified water quality laboratory and report the findings.
"Residential/Commercial Structure Asbestos Surveys, Suzy-Q Ranch, 10300 Calimesa Blvd., Calimesa, CA, Infotox, Inc. Project # 052058," prepared by Infotox, Inc., and dated April 14, 2005.	Findings: ▪ Sampling of the residential/commercial structure identified the presence of chrysotile asbestos in duct insultation, linoleum, roof mastic, drywall and joint compounds, asbestos cement pipe, floor tiles, and floor tile mastic. Data Gaps: ▪ None noted.
"Phase I Environmental Site Assessment (PSA)," prepared by Converse Consultants for the Diocese property, and dated September 20, 2005.	Findings: ▪ Although not observed, the PSA report indicated that due to the nature of agricultural farmland, there was a potential for the existence of underground storage tanks, hazardous materials, and/or vehicle maintenance areas.

Table 4.9-1 Summary of Previous Hazardous Materials Investigations

Report	Summary of Findings and Data Gaps
	▪ Identified three pole-mounted electrical transformers on the middle and southern portions of the property. ▪ Noted various containers of oil, waste oil, gear oil, gasoline fuel, and engine degreaser, ranging from 1-quart to 20-gallons, were observed inside and outside of the barn shop located in the middle portion of the property. ▪ A waste storage area with approximately three partially full drums of waste oil was observed in the middle portion of the property. ▪ Approximately ten automobile and farm equipment batteries were observed on a wooden rack located west and adjacent to the shop barn. ▪ No stains or leaks were observed. <u>Data Gaps</u>: ▪ None noted.
"Phase I Environmental Site Assessment (PSA), Suzy Q Ranch, 31.26± Acres, APNs 413-280-(016, 030, 036), 10300 Calimesa Boulevard, Calimesa, Riverside County, California," prepared by RM Environmental, Inc. and dated June 1, 2007.	<u>Findings:</u> ▪ Several 55-gallon waste oil storage drums containing apparent waste oil are located on a concrete slab between the shop barn and bus barn located on the subject site. ▪ Numerous automotive batteries, 5-gallon gasoline containers, and small quantities (<5-gallons) of corrosive/reactive liquids, and other common hazardous materials were observed on a concrete slab area in the shop barn on-site. ▪ One active and one inactive water well are present of the subject site. ▪ Due to the age of the existing structures on the site (construction prior to 1972), it is recommended that an assessment for potential asbestos containing building materials and lead based paint be conducted prior to building removals. <u>Data Gaps</u>: ▪ Environmental Lien Searches were not conducted for APNs 413-280-030 and 413-280-036. The lack of completed lien search for portions of the subject site were considered outside the "Scope of Work" for the investigation, and were presented as data gaps for the subject site. The site address in located in APN 413-280-016. The missing Environmental Lien Search information can be listed as low significance in regard to the investigation. ▪ A Transaction Screen Questionnaire and interview was completed by Mr. Frank Foster, Head of Maintenance for the Suzy Q Ranch. Mr. Foster has worked on the subject property for approximately 10 years. Hazardous material use prior to Mr. Fosters knowledge of the property is unknown and is presented as a data gap for the subject site. The missing historical usage of the subject property can be listed as low significance in regard to the investigation due to detailed historical records and soil sample analytical results.
"Asbestos Sampling at 9950-10300 Calimesa Boulevard, Calimesa, California	<u>Findings:</u>

Table 4.9-1 Summary of Previous Hazardous Materials Investigations

Report	Summary of Findings and Data Gaps
92320," prepared by Allstate Services and dated May 20, 2020.	▪ Detected chrysotile and crocidolite associated with 8" and 12" pipes within a debris pile. Data Gaps: ▪ None noted.

As part of the Project's Phase I ESA, Waterstone reviewed various sources of information to determine the historical use of the Project site, including historical aerial photographs, fire insurance maps, historical topographic maps, and city directories. Refer to Section 6.0 of the Project's Phase I ESA (*Technical Appendix K.1*) for a detailed description of Waterstone's methodology.

A historical review of the property conducted by Waterstone determined that the Project site appears to have been used for agricultural purposes since at least the 1930s. By 1942, a homestead was constructed on the western, northern, and southern portions of the Project site, formerly known as the Sterns Property. Several barns and other farm-related structures were present over the years; however only the residence, which is now vacant, remains present. Orchards were present near the residence from the 1940s through the 1960s, and the remainder of the site appears to have been used for farming or grazing. (Waterstone, 2020, pp. 17-18)

The southwestern portion of the Project site, formerly known as the Diocese of San Bernadino Property, was developed and operated as a working horse and cattle ranch and farm from the mid-1960s through the mid-2000s. This portion of the site was developed with a total of 16 structures consisting of residential dwellings, garages, barns, maintenance and storage facilities, and stables. All structures were demolished in 2008 and the site is currently vacant. (Waterstone, 2020, p. 18)

Based on the results of the historical review, Waterstone found that historical agricultural operations at the Project site potentially included the use of pesticides, particularly in former orchard areas. Although soil sampling conducted on the northern and eastern portions of the site did not identify any pesticides in the former orchard areas, Waterstone noted that no known pesticide sampling has been conducted on the Diocese of San Bernardino property in the southwest portions of the Project site. Based on this finding, a Phase II ESA was prepared for the Diocese property, the results of which are discussed below under the discussion of Property Inspection. (Waterstone, 2020, p. 27)

The Project site is located within an area developed with mixed residential and agricultural properties. A mobile home park was constructed immediately adjacent to the Project site in the mid-1970s. RECs were not identified in connection with off-site properties. (Waterstone, 2020, pp. 18, 27)

Waterstone conducted an inspection of the Project site on February 27, 2020. Waterstone observed approximately 330 linear feet of asbestos-containing transite pipes in piles located in the northeast corner of the Project site. Based on observations made during the site inspection, a minimum of three water wells and three septic tanks are believed to be present on the Project site. Soil samples taken from former orchard and equipment storage/maintenance areas on the northern and eastern portions of the Project site during

Waterstone's Limited Phase II sampling on May 15, 2020, did not identify any RECs. (Waterstone, 2020, p. 27)

Waterstone conducted a limited Phase II soil sampling for the Diocese of San Bernadino portion of the site (i.e., the southwestern portion of the Project site) in response to the 2002 Limited Phase II Environmental Site Assessment, the results of which are included as EIR *Technical Appendix K.2*. Waterstone's field sampling took place on February 10, 2022, and included soil sampling at 9 locations. Sample locations targeted areas that were not evaluated during previous investigations and where impacts to soil previously were identified. Based on borings conducted by Waterstone, Waterstone made the following findings: (Waterstone, 2022, pp. 5-7)

- Six (6) soil samples from five (5) boring locations were analyzed for Total Petroleum Hydrocarbons (TPH). Diesel range TPH (DRO) was detected in one (1) sample, and motor oil range TPH (ORO) was detected in two (2) samples. The maximum detections for DRO and ORO TPH were identified in sample B4 in the approximate location of the former bus barn service pit in the western portion of the site at a depth of 0.5 feet below ground surface (bgs), with a concentration of 1,200 mg/kg and 380 mg/kg, respectively. The 1,200 mg/kg concentration of DRO TPH meets but does not exceed the commercial screening level of 1,200 mg/kg. No TPH was detected in the 2-foot sample from boring B4. Based on the relatively low concentration, the non-detect result at 2 feet bgs in the same boring, and lack of visual impacts observed in the field, these impacts are considered de minimis and not expected to be widespread. Therefore, this is not considered a significant issue and no further sampling is recommended by Waterstone.
- One sample was tested for SVOCs, although no SVOCs were detected.
- Five (5) soil samples were analyzed for metals. No metals were detected above residential or commercial screening levels. Arsenic was not detected above background levels.
- One sample was analyzed for organochlorine pesticides (OCPs). Chlordane was detected at a concentration of 60 ug/kg, which is below both residential and commercial screening levels. No other OCPs were detected in soil.

Soil sampling conducted as part of the Project's Phase I ESA determined that the level of OCPs, TPH, and metals in soils in the northern and eastern portions of the Project site do not exceed residential screening levels. Soil sampling conducted as part of the Project's Phase II ESA in the southwestern portions of the Project site found one location (Boring B4) that had TPH DRO detection of 1,200 mg/kg at a depth of 0.5 feet bgs, which meets but does not exceed the commercial screening level, but does exceed the residential screening level for TPH DRO; however, no TPH was detected in the 2-foot sample from boring B4. Based on the relatively low concentration, the non-detect result at 2 feet bgs in the same boring, and lack of visual impacts observed in the field, Waterstone concluded this condition is considered de minimis and is not expected to be widespread, and concluded that the former bus repair area on the west side of the Project site does not present an REC. In addition, no SVOCs were detected in the materials laydown area where exceedances of the residential screening levels previously were reported in 2002. Furthermore, no metals were detected in the southwestern portion of the Project site that would exceed residential or commercial screening levels, and arsenic was not

detected above background levels. Although OCP testing in the southwestern portions of the Project site found chlordane at a concentration of 60 ug/kg, this level is below both residential and commercial screening levels, and no other OCPs were detected as part of the soil sampling conducted as part of the Project's Phase II ESA. (Waterstone, 2020, pp. 25-27; Waterstone, 2022, pp. 6-7)

Waterstone's limited Phase II sampling also included soil vapor boring at 3 locations with a single-depth soil vapor probe installed at 5 feet bgs at each location. A total of twelve VOCs were detected in the 3 soil vapor samples collected, with none exceeding residential or commercial screening levels. (Waterstone, 2020, pp. 7-8)

In addition, based on Waterstone's review of the U.S. DOT National Pipeline Mapping System (NPMS) and SoCal Gas's Gas Transmission Pipeline Interactive Map, there are no gas transmission, high pressure distribution, or hazardous liquid pipelines on or near (within 1.5 miles of) the Project site (NPMS, n.d.; SoCal Gas, n.d.).

Since completion of the Phase I and Limited Phase II ESA reports, the Project Applicant made adjustments to the boundaries of the Project site to eliminate the approximately 0.4-acre parcel, identified by APN 413-260-025 and abutting Singleton Road from the south, that was included in previous Project site boundaries. Thus, although the Project's Phase I and Limited Phase II ESA reports include APN 413-260-025, this parcel is no longer a part of the Project site evaluated herein. In an update letter to the APN 413-260-025, Waterstone confirmed that the removal of this parcel did not result in any changes to the physical conditions of the Project site, and Waterstone determined that the findings from the Phase I and Limited Phase II ESA reports are still valid with respect to the current Project site. (Waterstone, 2023)

Additionally, in December 2023 Waterstone conducted additional soil sampling and subjected the soils to additional Phase II testing. Figure 4.9-1, *Soil Sample Location Map – Stearns Property*, depicts the locations of the supplemental soil sampling locations on the Stearns property, while Figure 4.9-2, *Sample Location Map – Diocese of San Bernardino Property*, depicts the locations of the supplemental soil sampling locations on the Diocese of San Bernardino property. Soil samples were collected at various depths ranging from near-surface (0.5 feet bgs) to eight feet bgs. All samples were screened in the field with a photoionization detector (PID) for volatile compounds during sample collection. Soils were logged in the field by a geologist working under the oversight of a California-registered Professional Geologist. Boring logs are included in Attachment C to the Supplemental Phase II ESA (*Technical Appendix K.4*). Equipment was decontaminated between boreholes and prior to the collection of each sample. Soil cuttings and decontamination water were containerized and stored temporarily onsite pending analysis results for possible offsite disposal. Soil samples were analyzed according to the sampling plan for: (Waterstone, 2024, pp. 4-5)

- TPH (gasoline, diesel, and/or oil range) by EPA Method 8015B;
- VOCs by EPA Method 8260B/5035;
- SVOCs by EPA Method 8270C;
- Polycyclic aromatic hydrocarbons (PAHs) by EPA Method 8270C SIM;

Source(s): Waterstone Environmental, Inc. (02-14-2024)

Figure 4.9-1

Not to Scale

Soil Sample Location Map – Stearns Property

Source(s): Waterstone Environmental, Inc. (02-14-2024)

Figure 4.9-2

Not to Scale

Sample Location Map – Diocese of San Bernardino Property

- Title 22 metals by EPA Method 6010B/7471A;
- Arsenic by EPA Method 6020; and/or
- OCPs by EPA Method 8081A.

The Supplemental Phase II ESA also included an assessment of soil vapor. Soil vapor probes were installed at eleven (11) locations with a single-depth soil vapor probe installed at 5 or 8 feet bgs at each location. (Waterstone, 2024, p. 5)

The results of the Supplemental Phase II ESA determined that no discolored or odorous soil was identified during sampling collection activities, and there were no notable PID readings during field screening for VOCs. Laboratory results for soil and soil vapor analysis are summarized in Tables 3, 4 and 5 of the Supplemental Phase II ESA (*Technical Appendix K.4*). (Waterstone, 2024, p. 6)

For evaluation of risk to human health, soil results were compared against residential and commercial screening levels from the California Department of Toxic Substances Control (DTSC) Human and Ecological Risk Office's (HERO) Note 3, the San Francisco Bay Regional Water Quality Control Board (SFBRWQCB) Environmental Screening Levels (ESLs) (January 2019), and/or the U.S. EPA's Regional Screening Levels (RSLs) (November 2023). Arsenic results were compared against the DTSC-established background level of 12 mg/kg for southern California. Soil vapor results were compared against screening levels using an attenuation factor of 0.03 in accordance with the February 2023 Supplemental Vapor Intrusion Guidance. A summary of the scope and analytical results by area is provided below. (Waterstone, 2024, p. 6)

- Stearns Former Orchards: Near-surface soil samples were collected at four locations (O-1 through O-4 on Figure 4.9-1) at the location of the former orchards that occurred to the west of the vacant residence on the Stearn's portion of the Project site at a depth of 0.5 feet bgs and analyzed the samples for arsenic. Arsenic was detected from 2.2 to 3.3 milligrams per kilogram (mg/kg), consistent with background concentrations. (Waterstone, 2024, p. 6)

- Stearns Vacant Residence: Near-surface soil samples were collected at two locations (RES-1 and RES-2 on Figure 4.9-1) near the vacant residence on the Stearn's portion of the Project site at a depth of 0.5 feet and analyzed for Organochlorine Pesticides (OCPs). 4,4'-DDE was detected at 5.4 µg/kg, which is well below screening levels. No other OCPs were detected. (Waterstone, 2024, p. 6)

- Former Main Barn, Vehicle Paint Spray Booth, and Welding Equipment Storage Area: Three soil borings (MB-1 through MB-3 on Figure 4.9-2) were drilled to five feet bgs in the area formerly containing a barn on the Diocese of San Bernardino portion of the Project site. Soil samples were collected at depths of one and five feet bgs and analyzed according to the sampling plan for TPH-d, TPH-o, VOCs, and metals. Soil vapor probes were installed in each boring at a depth of five feet bgs. No TPH-d, TPH-o, or VOCs were detected in any of the samples analyzed. Concentrations of detected metals were below all screening levels or, in the case of arsenic, consistent with background concentrations. No VOCs were detected in soil vapor. (Waterstone, 2024, pp. 6-7)

- Former Bus Barn: Four soil borings (BB-1 through BB-4 on Figure 4.9-2) were drilled to eight feet bgs around the bus barn located on the Diocese of San Bernardino portion of the Project site. Soil samples were collected at depths of one, four, and eight feet bgs and analyzed according to the sampling plan for TPH-g, TPH-d, TPH-o, VOCs, and metals. Soil vapor probes were installed in each boring at a depth of eight feet bgs. No TPH-g, TPH-d, TPH-o, or VOCs were detected in any of the samples analyzed. Concentrations of detected metals were below all screening levels or, in the case of arsenic, consistent with background concentrations. Detections in soil vapor included toluene in two probes up to 22 micrograms per cubic meter ($\mu g/m^3$), well below the residential screening level. (Waterstone, 2024, p. 7)

- Former Above-Ground Storage Tank (AST) and Waste Oil Storage Areas: At the former AST/waste oil storage area, two soil borings (WO-1 and WO-2 on Figure 4.9-2) were drilled to a depth of five feet bgs on the Diocese of San Bernardino portion of the Project site. Soil samples were collected at depths of one and five feet bgs and analyzed according to the sampling plan for VOCs and metals. Two soil vapor probes were installed at a depth of five feet bgs. At the former waste oil storage area, two near-surface soil samples (WO-3 and WO-4 on Figure 4.9-2) were collected at a depth of one foot bgs and analyzed for metals. No VOCs were detected in the soil samples analyzed. Concentrations of detected metals were below all screening levels or, in the case of arsenic, consistent with background concentrations. No VOCs were detected in soil vapor. (Waterstone, 2024, p. 7)

- Former Material Laydown Area: Near-surface soil samples were collected from two locations (ML-1 and ML-2 on Figure 4.9-2) on the Diocese of San Bernardino portion of the Project site at a depth of one foot bgs and analyzed according to the sampling plan for TPH-d, TPH-o, metals, and PAHs. No TPH-d, TPH-o, or PAHs were detected in any of the samples analyzed. Concentrations of detected metals were below all screening levels or, in the case of arsenic, consistent with background concentrations. (Waterstone, 2024, p. 7)

- Former Fields/Pasture and Cherry Orchards: Near-surface soil samples were collected at six locations on the Diocese of San Bernardino portion of the Project site, including two in the fields/pasture (PA-1 and PA-2 on Figure 4.9-2) and four in the cherry orchards (CO-1 through CO-4 on Figure 4.9-2) at a depth of 0.5 feet bgs and analyzed for arsenic. Arsenic was detected from 1.4 to 2.5 mg/kg, consistent with background concentrations. (Waterstone, 2024, p. 7)

- Former Power Pole Storage Area: Near-surface soil samples were collected from two locations (PP-1 and PP-2 on Figure 4.9-2) on the Diocese of San Bernardino portion of the Project site at a depth of one foot bgs and analyzed according to the sampling plan for TPH-d, TPH-o, metals, and PAHs. No TPH-d or TPH-o were detected in any of the samples analyzed. Concentrations of detected metals were below all screening levels or, in the case of arsenic, consistent with background concentrations. Maximum concentrations of PAHs did not exceed screening levels. (Waterstone, 2024, p. 8)

- Former Foreman's Storage Area: One soil boring (FS-1 on Figure 4.9-2) was drilled to a depth of five feet bgs on the Diocese of San Bernardino portion of the Project site at the location of the former

foreman's storage area. Soil samples were collected at depths of one and five feet bgs and analyzed according to the sampling plan for TPH-d, TPH-o, VOCs, and metals. A soil vapor probe was installed at a depth of five feet bgs. No TPH-d, TPH-o or VOCs were detected in any of the samples analyzed. Concentrations of detected metals were below all screening levels or, in the case of arsenic, consistent with background concentrations. Detections in soil vapor included tetrachloroethene (PCE) of 19 $\mu g/m^3$, toluene at 9 $\mu g/m^3$, and tertiary-butyl alcohol (TBA, a fuel oxygenate) at 743 $\mu g/m^3$. The tetrachloroethene (PCE) is slightly above the residential screening level of 15.3 $\mu g/m^3$, the toluene is below, and there is no screening level for TBA. (Waterstone, 2024, pp. 8-9)

- Former Battery Storage Lube Oil Area – One soil boring (BLO-1 on Figure 4.9-2) was drilled to a depth of five feet bgs on the Diocese of San Bernardino portion of the Project site. Soil samples were collected at depths of one and five feet bgs and analyzed according to the sampling plan for TPH-d, TPH-o, VOCs, and metals. A soil vapor probe was installed at a depth of five feet bgs. No TPH-d, TPH-o, or VOCs were detected in any of the samples analyzed. Concentrations of detected metals were below all screening levels or, in the case of arsenic, consistent with background concentrations. No VOCs were detected in soil vapor. (Waterstone, 2024, p. 9)

Based on the results of the Supplemental Phase II ESA, Waterstone recommends no further sampling or remediation (Waterstone, 2024, p. 10).

C. *Airport Hazards*

The Project site is not located within two miles of a public airport or within an airport land use plan. The closest public use airport is the San Bernardino International Airport (SBD) located approximately 13.0 miles northwest of the Project site. Due to the distance between the Project site and the SBD, the Project site is located outside of the compatibility zones for the SBD, indicating that the Project site is not subject to airport-related hazards. Additionally, the nearest active private airport is the Hemet-Ryan Airport, located approximate 17.0 miles southwest of the Project site. The Project site is not located within the AIA for this facility, and the Project site therefore is not subject to substantial safety hazards due to aircraft operations at the Hemet-Ryan Airport. (Google Earth, n.d.)

D. *Wildland Fire Hazards*

The Project site is surrounded by vacant land and residential land uses and the site is not located directly adjacent to any wildlands. The California Department of Forestry and Fire Protection (Cal Fire) identifies the Project site within a Very High Fire Hazard Severity Zone (VHFHSZ), and indicates that the Project site is located within a Local Responsibility Area (LRA). Areas to the north and east of the Project site also are identified as being located within a VHFHSZ and also are located within an LRA. The nearest lands located within a State Responsibility Area (SRA) occur approximately 0.3-mile east of the Project site. Development of the Project site generally would reduce fire hazards on site compared to existing conditions. (Cal Fire, n.d.; RCIT, n.d.)

E. Wildfire Evacuation

1. Background

Evacuation is a process by which people are moved from a place where there is immediate or anticipated danger, to a place of safety, and offered appropriate temporary shelter facilities. When the threat to safety is gone, evacuees are able to return to their normal activities, or to make suitable alternative arrangements. The overarching goal of evacuation planning is to maximize the preservation of life while reducing the number of people that must evacuate and the distance they must travel to seek safe refuge. The purpose of the Calimesa and Riverside County Emergency Operation Plans (EOPs) is to provide an overview of evacuation functions, agency roles and responsibilities, and overall guidelines for the evacuation of people and animals from hazardous areas to areas of safety in incidents with and without warning. (Dudek, 2024b, p. 1)

To establish a framework for implementing well-coordinated evacuations, the County, like most California emergency operations agencies, has adopted evacuation procedures in accordance with the State of California's Standardized Emergency Management System (SEMS) and the National Incident Command System (NIMS). Largescale evacuations are complex, multi-jurisdictional efforts that require coordination between many agencies and organizations. Emergency services and other public safety organizations play key roles in ensuring that an evacuation is effective, efficient, and safe. (Dudek, 2024b, p. 7)

Evacuation during a wildfire is not necessarily directed by the fire agency, except in specific areas where fire personnel may enact evacuations on-scene. The Riverside County Sherrif's Department (RCSD) would be the primary law enforcement agency responsible for evacuations within the City's jurisdiction. As detailed in the City's EOP, RCSD would staff the Law Enforcement Branch, which manages the Evacuation & Reentry Unit. Riverside County Sheriff's Department Operations Center (DOC) will coordinate evacuation and re-entry activities and overall Riverside County Sheriff's Department emergency response. During any evacuation event that exceeds normal Riverside County Sheriff's Department capacity, the County's Operational Area (OA) Emergency Operations Center (EOC) will be activated. In the event the EOC is activated, the EOC Law Enforcement Branch will activate the Evacuation Re-Entry Unit to coordinate the countywide evacuation and re-entry functions. Incident information and resource needs will be communicated from the Sheriff's DOC to the OA EOC Law Enforcement Branch. (Dudek, 2024b, p. 7)

The County Sheriff's DOC works closely with other organizations including the Riverside County Fire Department (RCFD) and Calimesa Fire Department (CFD), with the DOC being in charge of coordinating RCFD activities. Additionally, the Law Enforcement branch will link the OA EOC to many resources including the Sheriff's DOC, Incident Command (IC) for incidents under the management of law enforcement services, as appropriate, evacuation teams, shelters, transportation agencies, and other supporting agencies. (Dudek, 2024b, p. 7)

Every evacuation scenario will include some level of unique challenges, constraints, and fluid conditions that require interpretation, fast decision making, and alternatives. For example, one roadway incident that results in blockage of evacuating vehicles may require short-term or long-term changes to the evacuation process. Risk is considered high when evacuees are evacuating late, and fire encroachment is imminent. This hypothetical scenario highlights the importance of continuing to train responding agencies, model various

scenarios, educate the public, provide contingency plans, and take a very conservative approach to evacuation decision timelines. (Dudek, 2024b, p. 7)

During large and localized evacuations occurring throughout Riverside County historically, an important component to successful evacuation is early assessment of the situation and early notification via managed evacuation declarations. The City utilizes early warning and informational programs to help meet these important factors. Among the methods available to citizens for emergency information are Nixle, a mass communications hub platform that allows the City to provide secure, reliable, and relevant information to occupants in real-time, in addition to radio, television, social media/internet, neighborhood City patrol car or County Sheriff patrol car, aerial public address notifications, and Reverse 9-1-1 or Alert RivCo. The County of Riverside instituted this regional notification system that is able to send telephone notifications to occupants and businesses within Riverside County impacted by, or in danger of being impacted by, an emergency or disaster. This system, called Alert RivCo, is used by emergency response personnel to notify homes and businesses at risk with information on the event and/or actions (such as evacuation, shelter-in-place, gas leak, missing person, etc.) they are advised to implement. The system utilizes the region's 9-1-1 database, provided by the local telephone company(ies), and thus is able to contact landline telephones whether listed or unlisted. It is TTY/TDD capable. (Dudek, 2024b, p. 8)

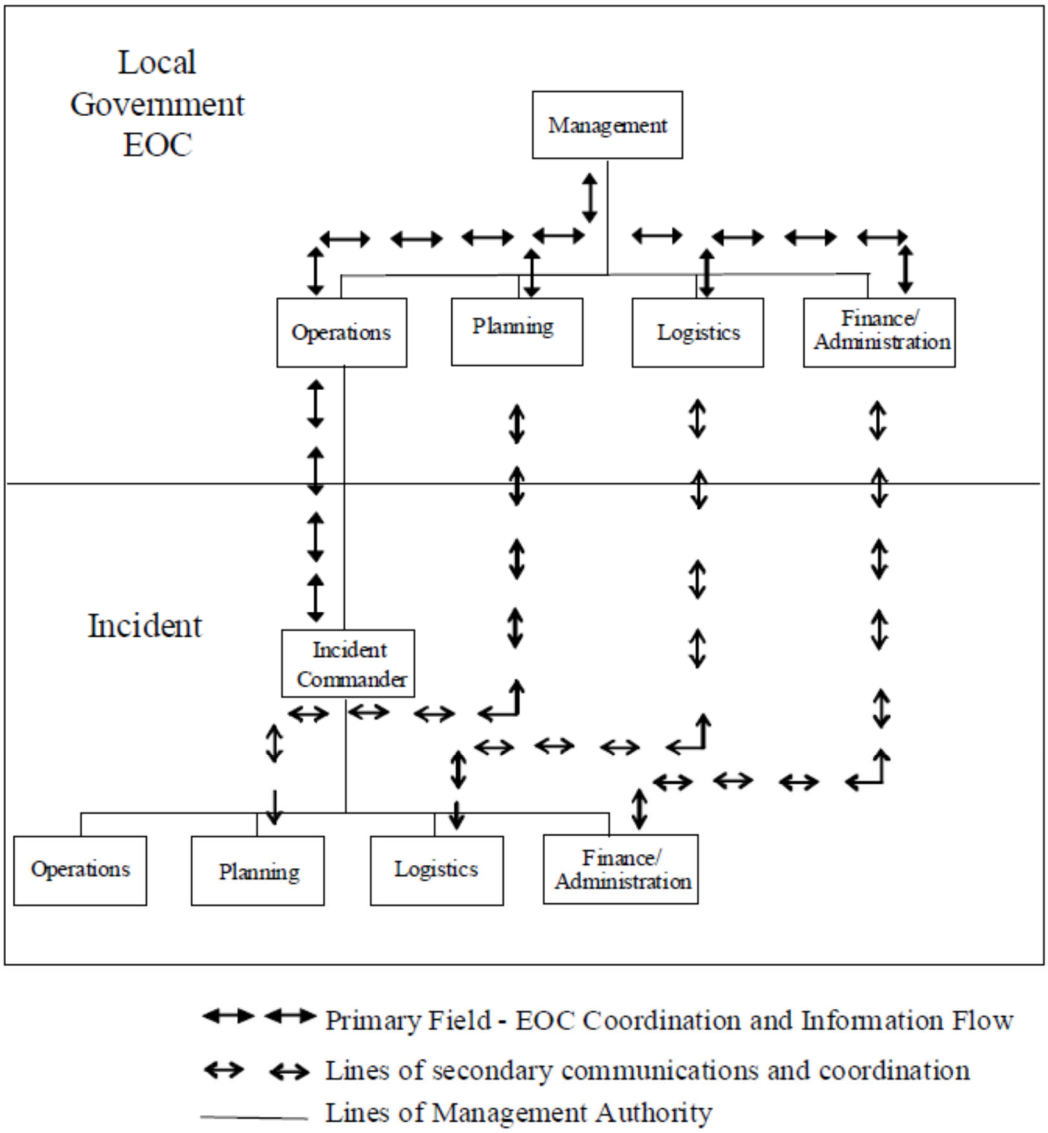
2. Riverside County Evacuation Planning

The City follows basic protocols set forth the County's EOP and California Master Mutual Aid Agreement, which dictate who is responsible for an evacuation effort and how regional resources will be requested and coordinated. First responders are responsible for determining initial protective actions before EOCs and emergency management personnel have an opportunity to convene and gain situational awareness. Initial protective actions are shared/communicated to local EOCs and necessary support agencies as soon as possible to ensure an effective, coordinated evacuation. Figure 4.9-3, *Incident Command System Local Government EOC Functional Interactions*, summarizes the functional interactions of local government EOCs under the Incident Command System. (Dudek, 2024b, p. 9)

The Riverside County Sheriff's Department (RCSD) is the lead agency for executing evacuations of the unincorporated areas of Riverside County. In the incorporated cities, local law enforcement (or the Sheriff in contracted cities) will be the lead agency for executing evacuations. The RCSD, as part of Unified Command, assesses and evaluates the need for evacuations, and orders evacuations according to established procedures. During an evacuation effort, the EOC Law Enforcement Branch Director supports the development of alert and warning messages and provides intelligence regarding road closures and evacuations. The RCSD will be assisted by other law enforcement and support agencies. Law enforcement agencies, highway/road/street departments, and public and private transportation providers will conduct evacuation operations as directed by the OA EOC. Procurement, regulation, and allocation of resources will be accomplished by those designated. Evacuation operations will be conducted by the following agencies: (Dudek, 2024b, p. 10)

- Riverside Emergency Animal Rescue System (REARS)
- Riverside County Emergency Management Department (EMD)

Figure 4.9-3 Incident Command System Local Government EOC Functional Interactions



(Dudek, 2024b, Exhibit 1)

- Riverside University Health System-Public Health (RUHS-PH)
- Riverside University Health System - Behavioral Health (RUHS-BH)
- Riverside County Department of Environmental Health (DEH)
- Riverside County Office on Aging
- Riverside County Agricultural Commissioner's Office
- Cal OES Law Enforcement Mutual Aid Region VI
- American Red Cross (ARC)
- Volunteers Active in Disasters (VOAD)
- California Highway Patrol (CHP)

- Transportation agencies
- Other County and state agencies, as needed

❑ PACE Evacuation Planning

PACE evacuation planning is based on a military concept focused on mitigating risk by developing a strong primary evacuation plan along with three back up plans. If the Primary plan is compromised, the Alternate plan would be triggered. If the Alternate is considered not functional or not safe, the Contingency Plan is implemented. If that does not mitigate the risk, then the evacuation reverts to the Emergency plan. PACE Planning is a simple and effective tool used to accomplish evacuations with flexibility and redundant contingencies. Emergency plan. The PACE Evacuation Plan must be maintained, reviewed, and updated at least every 2 years. The plan provides the following: (Dudek, 2024b, p. 10)

(1) Based on and includes a documented, facility-based and community-based risk assessment, utilizing hazard analysis approach.

(2) Include strategies for addressing emergency events identified by the risk assessment.

(3) Address participant population, including, but not limited to, the type of services the PACE organization has the ability to provide in an emergency; and continuity of operations, including delegations of authority.

(4) Include a process for cooperation and collaboration with emergency preparedness officials' efforts to maintain an integrated response during a disaster or emergency situation.

Provided below are descriptions of the different types of plans of action to be used during emergencies.

- **Primary**: This is the overall preferred plan of action to use based on the most likely and most damaging scenario resulting from hazard analysis. (Dudek, 2024b, p. 11)
- **Alternate**: The Alternate plan should be as viable as your Primary plan. That isn't always the case, but that should be the goal whenever possible. Alternate plans are needed because unforeseen circumstances arise during emergency evacuations. Developing the Alternate plan includes analyzing the most likely problems that could cause your primary plan to fail and then come up with a plan that fits with your situation that won't be affected by those problems. Whenever possible, come up with a few to several vulnerabilities in your primary plan and find an alternate that's just as good but covers all those bases. (Dudek, 2024b, p. 11)
- **Contingency**: The contingency evacuation plan is the action that will be implemented if you cannot implement either the Primary or the Contingency action due to compromised safety. The contingency is not always (or is not usually) as preferred as the others, but is a viable option that doesn't rely on the same actions as the Primary and Alternate. (Dudek, 2024b, p. 11)
- **Emergency**: This is the action that is implemented if all three of the previous actions fail. In some respects, it is a last resort that is the least preferred option, but is a viable and safe option, nonetheless. The goal is to utilize an Emergency plan that's independent from reliance on the types of actions in the

first three options, is a flexible plan, has the highest probability of succeeding, and offers a reliable option with little potential for compromise. An emergency plan may not be the most convenient or preferred plan and may include components that are uncomfortable to visitors, but it should be as foolproof as possible. (Dudek, 2024b, p. 11)

❑ Evacuation Objectives

RCSD is the lead agency for evacuations of areas within the City of Calimesa, including the Project site and surrounding areas. The RCSD, as part of a Unified Incident Command System, assesses and evaluates the need for evacuations, and orders evacuations according to established procedures. Additionally, as part of the Unified Incident Command System, the RCSD identifies available and appropriate evacuation routes and coordinate evacuation traffic management with Caltrans, CHP, other supporting agencies, and all impacted jurisdictions. (Dudek, 2024b, p. 12)

The decision whether to evacuate or shelter-in-place must be carefully considered with the timing and nature of the incident. This decision is made by first responders in the field by the established IC or Unified Command (UC). An evacuation effort involves an organized and supervised effort to relocate people from an area of danger to a safe location. Tactical decisions, such as detailed evacuation areas, specific routes, road closures and temporary evacuation points are decided in the field by IC or UC based upon the dynamics of the incident. (Dudek, 2024b, p. 12)

Per the County EOP, the responsibilities of the RCSD Evacuation and Re-Entry unit are as follows (Dudek, 2024b, p. 12):

- Responsible for an orderly, systematic evacuation of City occupants due to an extreme emergency
- Ensure that all items under the Americans with Disabilities Act are covered for evacuations/movement operations
- Ensure public safety for incarcerated evacuees
- Develop an evacuation and or re-entry plan

The initial actions of the RCSD Evacuation and Re-entry unit during emergency evacuation operations are to (Dudek, 2024b, pp. 12-13):

- Receive briefing from the Law Enforcement Director
- Establish the lead time needed prior to evacuation/re-entry
- Develop an evacuation/re-entry plan with the following priorities in mind:
  - Public safety
  - Medical and health services
  - Delivery of essential provisions and other necessary resources

- Coordinate with the Public Works Branch, the Utilities Branch, the American Red Cross, Schools Branch, local transit company, and other necessary staff to develop a cohesive evacuation plan
- Develop evacuation routes and request the Public Information Officer to begin drafting an evacuation notice for the public with specific instructions and routing information as well as information for evacuating special needs populations
- Arrange with Public Works Director for barricades and inform them of where the barricades are to be placed
- Ensure that the following occurs:
  - Provide appropriate evacuation/re-entry information to emergency responders
  - Provide appropriate evacuation/re-entry information to the evacuees
  - Arrange for transportation, if necessary
- Provide security for evacuated areas and sheltering of evacuees
- Arrange for evacuation of the elderly and infirm or others with special needs
- Coordinate with the American Red Cross and Beaumont Unified School District regarding sheltering needs
- Identify potential problem areas along evacuation/re-entry routes(i.e., weight restrictions, narrow bridges, road sections susceptible to secondary effects of an incident, etc.)
- Estimate the number of people to be evacuated/re-enter and explain transportation policy (i.e., movement, control, use of public and private vehicles, etc.)
- Make appropriate arrangements to transport emergency workers
- Designate areas along movement routes where evacuees can obtain fuel, water, medical aid, vehicle maintenance, information, and comfort facilities
- Identify areas for parking and vehicle security in reception areas

The intermediate actions of the RCSD Evacuation and Re-entry unit during emergency evacuation operations are to (Dudek, 2024b, p. 13):

- Ensure that the Emergency Alert System (EAS) broadcasts the evacuation/re-entry order, transportation routes, assembly points for those needing transportation, and shelter sites
- Coordinate with the Care and Shelter Director, the American Red Cross and Logistics Section to ensure adequate supplies at all shelter and mass care sites
- Ensure that all barricades are up and located as identified in the evacuation/re-entry plan developed for the incident.
- Notify all command posts and the Operational Area of the evacuation/re-entry.

- Deploy additional Law Enforcement Officers and/or Cadets to canvass the evacuation area to provide a verbal notification of evacuation for those who may not have heard the EAS announcements

If County EOC is managing the incident, the following are the responsibilities of the RCSD Evacuation and Re-Entry unit, per the County's EOP Emergency Support Function 16 (Dudek, 2024b, pp. 13-14):

- Establish evacuation strategy for impacted area(s)
- Coordinate evacuation alert and warning to allow people maximum time to evacuate
- Coordinate evacuation transportation routes with local and state agencies
- Ensure shelter locations and evacuation routes are aligned
- Coordinate with the OA EOC Logistics Section to obtain required supplies, equipment, and personnel for evacuation
- Coordinate evacuation transportation for people with disabilities an access and functional needs
- Coordinate with local transportation systems to provide assets for transportation
- Coordinate the location for evacuation assembly points
- Ensure communications are available between key evacuation locations and evacuation vehicles
- Coordinate animal evacuation resources
- Coordinate with Hazardous Materials Team to determine evacuation versus shelter-in-place criteria
- Coordinate with other local authorities, and the Regional Emergency Operations Center as necessary, to ensure that the public, including people with disabilities and AFN, is aware of the timeline, stages, and major routes and means of evacuation
- Coordinate public safety and security resources will be required to support the evacuation
- Coordinate with specialty vehicles (e.g., Para-transit like vehicles) that will be required to support the evacuation
- Begin planning for evacuee re-entry strategy, which includes all the tasks listed above. The overall objectives of the RCSD Evacuation and Re-entry unit during emergency evacuation operations are to:
    - Expedite the movement of persons from hazardous areas
    - Institute access control measures to prevent unauthorized persons from entering vacated, or partially vacated areas
    - Provide for evacuation to appropriate transportation points, evacuation points, and shelters
    - Provide adequate means of transportation for persons with disabilities, the elderly, other persons with access and functional needs, and persons without vehicles
    - Provide for the procurement, allocation, and use of necessary transportation and law enforcement resources by means of mutual aid or other agreements

- Control evacuation traffic
- Account for the needs of individuals with household pets and service animals prior to, during, and following a major disaster or emergency
- Provide initial notification, ongoing, and re-entry communications to the public through the Joint Information Center (JIC)
- Assure the safe re-entry of the evacuated persons

❑ Evacuation Coordination Process

If the emergency only impacts the City, RCSD will make the decision to evacuate (Dudek, 2024b, p. 14):

- Based on the information gathered, local jurisdictions will generally make the determination on whether to evacuate communities as the need arises, on a case-by-case scenario basis
- The decision to evacuate will depend entirely upon the nature, scope, and severity of the emergency; the number of people affected; and what actions are necessary to protect the public
- Local jurisdictions may activate their EOC and conduct evacuations according to procedures outline in their EOP
- The OA EOC may make recommendations on whether a community should evacuate and may help coordinate the evacuation effort
- The Evacuation Annex is automatically activated when an incident occurs requiring an evacuation effort that impacts two or more jurisdictions within the OA

If the emergency impacts multiple jurisdictions within the OA (Dudek, 2024b, pp. 14-15):

- All impacted jurisdictions may activate the EOCs and the OA EOC will be activated, including the OA EOC JIC
- The OA EOC will begin obtaining situational awareness, understanding the severity of the incident
- The OA EOC will coordinate with fire, law enforcement, public health, and other relevant support agencies to obtain recommendations on protective actions
- The OA EOC will coordinate with jurisdictional EOCs, emergency management personnel and other public safety personnel; the Policy Group within the EOC will coordinate with jurisdictions leaders across the OA to identify command decisions, including:
  - Gaining regional situational awareness
  - Determining response status
  - Reviewing status of initial protective actions
  - Considering additional protective actions
  - Evaluating public information needs

  - Determining next steps
  - Establishing a regular schedule for internal and external updates
- The OA EOC JIC will coordinate emergency public information to citizens in accordance with procedures established within the Joint Information System (JIS) annex of the OA EOP
- The OA EOC may support coordinating the evacuation response according to the OA EOP, including:
  - Providing transportation for those who need assistance through the activation of emergency transportation services agreements
  - Providing support for individuals with disabilities and others with access and functional needs during the evacuation process, which may include, but is not limited to, providing assistance with wayfinding, supervision, and language interpretation
  - Coordinating and communicate with the private sector, community-based organizations, and faith-based organizations to utilize services and resources available to support the response
  - Coordinating the provision of accessible care and shelter services

❑ Evacuation Response Operations

An evacuation of any area requires significant coordination among numerous public, private, and community/non-profit organizations. Wildfire evacuations will typically allow time for responders to conduct evacuation notification in advance of an immediate threat to life safety, giving occupants time to gather belongings and make arrangements for evacuation. On the other hand, other threats, including wildfires igniting nearby, may occur with little or no notice and certain evacuation response operations will not be feasible (for example, establishing contra flow requires between 24 to 72 hours to be implemented; a no-notice event will not allow for contra flow to be established). Evacuation assistance of specific segments of the population may also not be feasible. (Dudek, 2024b, p. 15)

Evacuation Points and Shelters

When the RCSD or IC implements an evacuation order, they coordinate with the responding fire and rescue agency, the EOC, and others, to decide on locations to use as a Temporary Evacuation Point (TEP). The RCSD will provide emergency alerts through the Alert RivCo platform to direct evacuees to the established TEPs or shelters. These evacuation points will serve as temporary safe zones for evacuees and will provide basic needs such as food, water, and restrooms. Possible shelters and assembly areas that can provide at least short-term refuge and that would be designated by emergency managers during an evacuation in the Project vicinity include: (Dudek, 2024b, p. 15)

- Summerwind Trails School
- Mesa View Middle School
- Other refuge sites are available within developed communities primarily to the north or southeast of the Project site

If there are occupants unable to evacuate or in need of transportation assistance to get to a TEP or shelter, the RCSD or IC may establish transportation points to collect and transport people without transportation resources to evacuation points. These transportation points should be large, well-known sites such as shopping centers, libraries, and schools. Transportation should be accessible to all populations, including people with disabilities and other access and functional needs. (Dudek, 2024b, p. 15)

Pet Evacuations

The Pets Evacuation and Transportation Standards Act of 2006 amends the Stafford Act, and requires evacuation plans to take into account the needs of individuals with household pets and service animals, prior to, during, and following a major disaster or emergency. (Dudek, 2024b, p. 16)

The Riverside County Department of Animal Services (DAS) has plans in place to transport and shelter pets in a disaster under ESF 20 of the OA EOP. Domestic animals in need of housing will be accepted at and/or transported to animal shelters used by DAS; these may include County animal shelters and/or partner agency shelters, such as Animal Friends of the Valley. DAS will provide provisions for service animals at human shelters to include food, water, relief area identification and any other provisions needed to support the animal. Depending on the severity of the imminent or actual event, it may be necessary to prepare for and operate additional animal shelters. If ARC shelters are open for human evacuees, a determination will be made regarding the feasibility of co-locating animals at shelters. In most cases, humans and animals (not including service animals) cannot be co-located at the same shelter site due to concerns with allergies, bites, etc. Service animals are permitted at human shelters at all times and in every circumstance. If colocation is an option, animal response teams will be dispatched to ARC shelter sites and arrangements will be made to obtain emergency supplies and any specialized equipment needed to care for the animals. (Dudek, 2024b, p. 16)

If co-location is not an option, or if the animal is not a service animal, existing animal shelter sites will be utilized as noted above, DAS will provide for the pick-up and transport of animals from human shelter sites to animal shelter sites. Animals at shelter sites will be provided for with shelter, food, water and other necessary provisions. DAS has a professional system they use to identify and re-unify animals with their owners. (Dudek, 2024b, p. 16)

Shelter-in-Place

As stated in the County EOP, sheltering-in-place advises people to stay secure at their current location. This tactic shall only be used if an evacuation will cause a higher potential for loss of life. Consideration should be given to assigning incident personnel to monitor the safety of citizens remaining in place. The concept of shelter-in-place is an available option in those instances where physical evacuation is impractical. This procedure may be effective for residential dwellings in the immediately impacted areas, or for large facilities that house a high percentage of non-ambulatory persons (e.g., hospitals and convalescent homes). Sheltering-in-place attempts to provide a safe haven within the impacted area. (Dudek, 2024b, p. 16)

The decision on whether to evacuate or shelter-in-place is carefully considered with the timing and nature of the incident. Sheltering-in-place is the preferred method of protection for people that are not directly impacted or in the direct path of a hazard. This will reduce congestion and transportation demand on the major

transportation routes for those that have been directed to evacuate by police or fire personnel. The commercial and residential communities adjacent to the proposed Project includes warehouses and homes built in the 2000s and are in varying states of ignition resistance. Unlike most new master planned communities that incorporate ignition-resistant construction and provide defensibility throughout, responding fire and law enforcement personnel may not be able to direct existing occupants of neighboring developments to temporarily refuge in their homes or on site. Developments that are not built to the ignition-resistant standards can be retrofitted to increase their ability to withstand wildfire and ember storms by focusing on roofs, windows, walls, vents, appendages and defensible space. Attention to these components of a home's fire protection system is recommended for existing home and business owners within the Project Area. (Dudek, 2024b, pp. 16-17)

3. Evacuation Road Network

As evidenced by historical mass evacuations in Riverside County and throughout Southern California, even with roadways that are designed to the code requirements, it may not be possible, or even the best response, to move large numbers of persons at the same time as part of a mass-evacuation. Instead, informed, phased evacuations enable more streamlined evacuations where those at highest risk are moved first. Road infrastructure throughout the United States, and including Riverside County, is not designed to accommodate a short-notice, mass evacuation without some level of congestion. The need for evacuation plans, pre-planning, and tiered or targeted and staggered evacuations becomes very important for improving evacuation effectiveness. Among the most important factors for successful evacuations in urban settings is control of intersections downstream of the evacuation area. If intersections are controlled by law enforcement, barricades, signal control, and other means, potential backups and slowed evacuations can be minimized. Multiple evacuation points enable more evacuees the ability to evacuate with less impact on roadways. (Dudek, 2024b, p. 19)

Wildfires that occur on non-extreme weather days behave in a much less aggressive manner and pose fewer dangers to life and property because they include less aggressive fire behavior and are easier to control. However, there can be onshore or offshore wind conditions that can lead to aggressive fire behavior. Terrain and fuel are typically the wildfire drivers. During these non-extreme weather days, vegetation is much more difficult to ignite and does not spread fire as rapidly. In these situations, firefighters have a very high success rate of controlling fires and keeping them under 10 acres. The historical fire record shows that most vegetation fires occur during normal, onshore weather conditions and that such fires account for only a proportionally small amount of the land area burned. Conversely, a small number of wildfires that occur during extreme fire weather account for most of the land area burned. These data highlight that the most dangerous fire conditions are those related to a fire that moves rapidly due to high winds and low humidity, whereas under normal conditions fires are likely to be controlled with no evacuation or possibly limited extent, focused evacuations. (Dudek, 2024b, p. 19)

While it is possible that a fire driven by onshore wind (i.e., from the southwest) could require evacuations in the vicinity of the Project site, such an event would be highly unusual. Moreover, due to the reduced fire behavior during normal weather periods, the evacuation would not be expected to be a large-scale evacuation. Instead, most of the population in the vicinity of the Project site would be anticipated to remain at their

locations and within their communities, with a more targeted evacuation being ordered, if needed. (Dudek, 2024b, p. 19)

If a wildfire ignited closer to affected populations during weather that facilitates rapid fire spread, a different evacuation approach would need to be considered. Because it is preferred to evacuate long before a wildfire is near, and in fact, history indicates that most human fatalities from wildfires are due to late evacuations when evacuees are overtaken on roads, it is prudent to consider a contingency option. For example, if a wildfire is anticipated to encroach upon the Project area in a timeframe that is shorter than would be required to evacuate all occupants, then options available to responding fire and law enforcement personnel should include 1) partial relocation where occupants are temporarily relocated to nearby shelter sites or areas, or 2) temporary shelter in place where occupants are instructed to remain in protected on-site structures or at a designated site, while firefighters perform their structure protection function. (Dudek, 2024b, p. 19)

4. Mass Evacuation Vehicle Traffic

Mass evacuation events have become less common as wildfire evacuation technology and capabilities have improved dramatically in the last 15 years. Wildfire evacuations are managed to move smaller populations in a successive phasing to minimize traffic surges. Populated areas are evacuated in phases based on proximity to the event and risk levels. For example, it is anticipated that wildfire evacuations of the Project area likely would include the relocation of residential populations that are closest to open space, along with employees and visitors of the Project first, and then additional populations based on exposure to the wildfire in successive fashion rather than mass evacuating the entire Calimesa area. The result of this type of evacuation is that employees and visitors that may be in locations that would be closest to a wildfire burning in open space areas are temporarily moved from the vicinity and vehicle congestion on evacuation routes is minimized, enabling a more efficient evacuation. Under this evacuation approach, the evacuation would include a much smaller population and would be implemented in a surgical way. The evacuation time would be even lower and would have very little impact on the existing communities. (Dudek, 2024b, p. 26)

The purpose of a phased evacuation is to reduce congestion and transportation demand on designated evacuation routes by controlling access to evacuation routes in stages and sections. This strategy can also be used to prioritize the evacuation of specific populations that are in proximity to the immediate danger. A phased evacuation effort will need to be enforced by law enforcement agencies and coordinated with the EOC and affected jurisdictions. (Dudek, 2024b, pp. 26-27)

The Department of Homeland Security provides supporting data for why jurisdictions have moved to the surgical evacuation approach that leverages the power of situation awareness to support decision making. According to their Planning Considerations: Evacuation and Shelter in Place document, they indicate that delineated zones provide benefits to the agencies and community members. Evacuation and shelter-in-place zones promote phased, zone-based evacuation targeted to the most vulnerable areas, which allows jurisdictions to prioritize evacuation orders to the most vulnerable zones first and limit the need to evacuate large areas not under the threat. Zones help: (Dudek, 2024b, p. 27)

- Jurisdictions to understand transportation network throughput and capacity, critical transportation and resource needs, estimated evacuation clearance times, and shelter demand
- Planners to develop planning factors and assumptions to inform goals and objectives
- Community members to understand protective actions to take during an emergency
- Shelters to limit traffic congestion and select locations suitable for the evacuated population

Typically, fire and law enforcement officials will identify evacuation points before evacuation routes are announced to the public. Evacuation routes are determined based on the location and extent of the incident and its spread rate and direction and include as many pre-designated transportation routes as possible. However, field conditions and shifting fire behavior may result in real-time changes to predetermined routes. Having additional evacuation route options is considered critical in these conditions. Evacuees are considered to reach a safe area once they are within the more densely urban areas such as the area north or south of the Project site. (Dudek, 2024b, p. 28)

5. Evacuation Procedures

Wildfire emergency response procedures will vary depending on the type of wildfire and the available time in which decision makers (IC, BPD, CFD, CAL FIRE, RCSD, and/or EMD) can assess the situation and determine the best course of action. Based on the land uses in the Project area, its road network, and the related fire environment, the first and primary type of evacuation envisioned is an orderly, pre-planned evacuation process where people are evacuated to more urban areas further from an encroaching wildfire (likely to urban areas west) well before fire threatens. This type of evacuation must include a conservative approach to evacuating (i.e., when ignitions occur and weather is such that fires may spread rapidly, evacuations should be triggered on a conservative threshold that includes time allowances for unforeseen, but possible, events that would slow the evacuation process). (Dudek, 2024b, p. 31)

The second type of evacuation is considered by many to offer the highest level of life protection to the public, but it can result in evacuees being placed in harm's way if the time available for evacuation is insufficient. An example of this type of evacuation, which is highly undesirable from a public safety perspective, is an evacuation that occurs when fire ignites close to vulnerable communities. This type of situation is inherently dangerous because there is generally a higher threat to persons who are in a vehicle on a road when fire is burning in the immediate area than in a well-defended, ignition-resistant home. Conditions may become so poor that the vehicle drives off the road or crashes into another vehicle, and flames and heat overcome the occupants. A vehicle offers little shelter from a wildfire if the vehicle is situated near burning vegetation or catches fire itself. This type of evacuation must be considered a very undesirable situation by law and fire officials in all but the rarest situations where late evacuation may be safer than seeking temporary refuge in a structure (such as when there are no nearby structures, the structure[s] is/are already on fire, or when there is no other form of refuge). (Dudek, 2024b, p. 31)

The third potential type of evacuation is a hybrid of the first two. In cases where evacuation is in process and changing conditions result in a situation that is considered unsafe to continue evacuation, it may be advisable to direct evacuees to pre-planned temporary refuge locations, including their own home if it is ignition-resistant

and defensible. As with the second type of evacuation discussed above, this situation is considered highly undesirable, but the evacuation pre-planning must consider these potential scenarios and prepare decision makers at the IC level and at the field level for enacting a contingency to evacuation when conditions dictate. (Dudek, 2024b, p. 31)

Indications from past fires and related evacuations, in Riverside County and throughout Southern California, which have experienced increasingly more frequent and larger fires, are that evacuations are largely successful, even with a generally unprepared populace. It then stands to reason that an informed and prepared populace would minimize the potential evacuation issues and related risk to levels considered acceptable from a community perspective. (Dudek, 2024b, p. 32)

Evacuation orders or notifications are often triggered based on established and pre-determined model buffers, which are based on topography, fuel, moisture content of the fuels and wind direction. Evacuations are initiated when a wildfire reaches or crosses one of these pre-determined buffers. Evacuations can also be very fluid. The IC, law enforcement and EMD would jointly enact evacuations based on fire behavior. (Dudek, 2024b, p. 32)

6. Safety Zones

The International Fire Service Training Association (IFTSA) defines "safety zones" as areas mostly devoid of fuel, which are large enough to assure that flames and/or dangerous levels of radiant heat will not reach the personnel occupying them. Areas of bare ground, burned over areas, paved areas, and bodies of water can all be used as safety zones. The size of the area needed for a safety zone is determined by fuel types, its location on slopes and its relation to topographic features (chutes and saddles) as well as observed fire behavior. Safety zones should never be located in topographic saddles, chutes, or gullies. High winds, steep slopes, or heavy fuel loads may increase the area needed for a safety zone. (Dudek, 2024b, p. 33)

The National Wildland Fire Coordinating Groups (NWFCG), Glossary of Wildland Fire Terminology provides the following definitions for safety zones (Dudek, 2024b, p. 33):

- **Safety Zone**. An area cleared of flammable materials used for escape in the event the line is outflanked or in case a spot fire causes fuels outside the control line to render the line unsafe. In firing operations, crews progress so as to maintain a safety zone close at hand allowing the fuels inside the control line to be consumed before going ahead. Safety zones may also be constructed as integral parts of fuel breaks; they are greatly enlarged areas, which can be used with relative safety by firefighters and their equipment in the event of blowup in the vicinity.

According to NWFCG, safety zone(s) (Dudek, 2024b, pp. 33-34):

- Must be survivable without a fire shelter
- Can include moving back into a clean burn
- May take advantage of natural features (rock areas, water, meadows)
- Can include constructed sites (clear-cuts, roads, helispots)

- Are scouted for size and hazards
- Consider the topographic location (larger if upslope)
- Should be larger if downwind
- Should not include heavy fuels
- May need to be adjusted based on site-specific fire behavior

The definition for a safety zone includes provisions for separation distance between the firefighter and the flames of at least four times the maximum continuous flame height. Distance separation is the radius from the center of the safety zone to the nearest fuels. (Dudek, 2024b, p. 34)

7. Temporary Firefighter Refuge Areas

Firescope California (Firefighting Resources of Southern California Organized for Potential Emergencies) was formed by legislative action to form a partnership between all facets of local, rural, and metropolitan fire departments, CAL FIRE and federal fire agencies. Firescope defines a contingency plan when it is not possible to retreat to a safety zone. This contingency includes establishment of firefighter temporary refuge areas (TRAs), which are defined as, "A preplanned area where firefighters can immediately take refuge for temporary shelter and short-term relief without using a fire shelter in the event that emergency egress to an established safety zone is compromised." (Dudek, 2024b, p. 34)

Examples of a TRA may include the lee side of a structure, inside of a structure, large lawn or parking areas, or cab of a fire engine, amongst others. Differences between a TRA and a Safety Zone is that TRAs are closer to the immediate firefighting area, are considered a contingency to being able to get to a safety zone, do not include a requirement for a large area set back four times the flame lengths of adjacent fuels, and cannot be feasibly preplanned until firefighters arrive on-scene and size up the situation. (Dudek, 2024b, p. 34)

Firescope appropriately notes that although safety zones and viable escape routes shall always be identified in the WUI environment, they may not be immediately available should the fire behavior increase unexpectedly. Often a TRA is more accessible in the WUI environment. A TRA will provide temporary shelter and short-term relief from an approaching fire without the use of a fire shelter and allow the responders to develop an alternate plan to safely survive the increase in fire behavior. (Dudek, 2024b, p. 34)

The major difference between a TRA and a safety zone is that a TRA requires another planned tactical action (i.e., TRAs cannot be considered the final action, but must include self-defense and a move out of the area when the fire threat subsides). A TRA should be available and identified on site at a defended structure. TRAs are not a substitute for a safety zone. TRA pre-planning is difficult, at best because they are very site- and fire behavior-specific. For the existing uses, TRAs would likely include navigating into any of the within the more densely developed areas where firefighters would be separated from the unmaintained wildland fuels by wide areas including site-wide maintained landscapes, ignition-resistant structures, and wide roads that offer numerous opportunities for TRA. (Dudek, 2024b, p. 34)

8. Social Aspects of Wildfire Evacuation

Citizen reactions may vary during an evacuation event, although several studies indicate that orderly movement during wildfire and other emergencies is not typically unmanageable. Evacuation can be made even less problematic through diligent public education and emergency personnel training and familiarity. Social science research literature indicates that reactions to warnings follow certain behavior patterns that are defined by people's perceptions and are not unpredictable. In summary, warnings received from credible sources by people who are aware (or have been made aware) of the potential risk, have the effect of an orderly decision process that typically results in successful evacuation. This success is heightened when evacuations are not foreign to occupants. Further, in all but the rarest circumstances, evacuees will be receiving information from credible sources during an evacuation. It would be anticipated that law enforcement and/or fire personnel would be on site to help direct traffic and would be viewed by evacuees as knowledgeable and credible. The importance of training these personnel cannot be overstated and annual education and training regarding fire safety and evacuation events will be essential for successful future evacuations. (Dudek, 2024b, p. 35)

9. Wildfire/Evacuation Awareness

The Project's WEP promotes the "Ready, Set, Go!" program. The focus of the "Ready, Set, Go!" program is on public awareness and preparedness, especially for those living and/or working in wildland-urban interface (WUI) areas. The program is designed to incorporate the local fire protection agency as part of the training and education process in order to ensure that evacuation preparedness information is disseminated to those subject to the potential impact from a wildfire. There are three components to the program: (Dudek, 2024b, p. 29)

- "READY" – Preparing for the Fire Threat: Take personal responsibility and prepare long before the threat of a wildfire so you and your home are ready when a wildfire occurs. Employees should assemble an emergency kit for their car. Confirm you are registered for Reverse 911, and Alert RivCo. Make sure all employees understand the plan, procedures and escape routes.
- "SET" – Situational Awareness When a Fire Starts: If a wildfire occurs and there is potential for it to threaten the Project site and surrounding communities, be ready to evacuate. Stay aware of the latest news from local media and your local fire department for updated information on the fire. If you are uncomfortable, leave the area.
- "GO!" – Leave Early! Leaving early, well before a wildfire is threatening the Project area, provides you with the least delay and results in a situation where, if a majority of neighboring developments also leave early, firefighters are now able to better maneuver, protect and defend structures, evacuate other occupants who couldn't leave early, and focus on citizen safety.

"Ready, Set, Go!" is predicated on the fact that being unprepared and attempting to flee an impending fire late (such as when the fire is physically close to your community) is dangerous and exacerbates an already confusing situation. This Wildfire Evacuation Plan provides key information that can be integrated into the individual evacuation plans, including the best available routes to use in the event of an emergency evacuation. (Dudek, 2024b, p. 29)

Situational awareness requires a reliable information source. The City of Calimesa utilizes Alert RivCo for its Community Emergency Notification System, and all employees should be encouraged to register for emergency alerts. Alert RivCo has the capability to send emergency notifications over both land lines as well as to cell phones and via text messages. It is up to individual employees to register their cell phones for Alert RivCo. The registration of cell phones can be done online at https://rivcoready.org/alert-rivco. Additionally, the Riverside EMD operates the Reverse 911 notification system that provides a recorded message over land line telephone systems relating to evacuation notices. In addition, the Riverside County Emergency Alert System (EAS) is county-wide and broadcasts emergency information via six radio stations: KFI 640 AM,KFWB 980 AM, KNX 1070 AM, KFRG 95.1 FM, KVCR 91.9 and KXFG 92.9 FM. (Dudek, 2024b, pp. 29-30)

4.9.2 Applicable Environmental Regulations

The following is a brief description of the federal, state, and local environmental laws and related regulations related to hazards and hazardous materials.

A. Hazardous Materials Regulations and Plans

1. Federal Regulations

- Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) and Superfund Amendments and Reauthorization Act (SARA)

The Comprehensive Environmental Response, Compensation, and Liability Act, also known as CERCLA or Superfund, provides a Federal "Superfund" to clean up uncontrolled or abandoned hazardous-waste sites as well as accidents, spills, and other emergency releases of pollutants and contaminants into the environment. Through CERCLA, the Environmental Protection Agency (EPA) was given power to seek out those parties responsible for any release and assure their cooperation in the cleanup. (EPA, 2017)
EPA cleans up orphan sites when potentially responsible parties cannot be identified or located, or when they fail to act. Through various enforcement tools, EPA obtains private party cleanup through orders, consent decrees, and other small party settlements. EPA also recovers costs from financially viable individuals and companies once a response action has been completed. (EPA, 2017)

EPA is authorized to implement the Act in all 50 states and U.S. territories. Superfund site identification, monitoring, and response activities in states are coordinated through the state environmental protection or waste management agencies. (EPA, 2017)

The Superfund Amendments and Reauthorization Act (SARA) of 1986 reauthorized CERCLA to continue cleanup activities around the country. Several site-specific amendments, definitions clarifications, and technical requirements were added to the legislation, including additional enforcement authorities. Also, Title III of SARA authorized the Emergency Planning and Community Right-to-Know Act (EPCRA). (EPA, 2017)

- Resource Conservation and Recovery Act (RCRA)

The Resource Conservation and Recovery Act (RCRA) gives EPA the authority to control hazardous waste from the "cradle-to-grave." This includes the generation, transportation, treatment, storage, and disposal of

hazardous waste. RCRA also set forth a framework for the management of non-hazardous solid wastes. The 1986 amendments to RCRA enabled EPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances. (EPA, 2016a)

The Federal Hazardous and Solid Waste Amendments (HSWA) are the 1984 amendments to RCRA that focused on waste minimization and phasing out land disposal of hazardous waste as well as corrective action for releases. Some of the other mandates of this law include increased enforcement authority for EPA, more stringent hazardous waste management standards, and a comprehensive underground storage tank program. (EPA, 2016a)

❑ Hazardous Materials Transportation Act (HMTA)

The Hazardous Materials Transportation Act of 1975 (HMTA) empowered the Secretary of Transportation to designate as hazardous material any "particular quantity or form" of a material that "may pose an unreasonable risk to health and safety or property." (OSHA, n.d.)

Hazardous materials regulations are subdivided by function into four basic areas:

- Procedures and/or Policies 49 CFR Parts 101, 106, and 107
- Material Designations 49 CFR Part 172
- Packaging Requirements 49 CFR Parts 173, 178, 179, and 180
- Operational Rules 49 CFR Parts 171, 173, 174, 175, 176, and 177 (OSHA, n.d.)

The HMTA is enforced by use of compliance orders [49 U.S.C. 1808(a)], civil penalties [49 U.S.C. 1809(b)], and injunctive relief (49 U.S.C. 1810). The HMTA (Section 112, 40 U.S.C. 1811) preempts state and local governmental requirements that are inconsistent with the statute, unless that requirement affords an equal or greater level of protection to the public than the HMTA requirement. (OSHA, n.d.)

❑ Hazardous Materials Transportation Uniform Safety Act of 1990

In 1990, Congress enacted the Hazardous Materials Transportation Uniform Safety Act (HMTUSA) to clarify the maze of conflicting state, local, and federal regulations. Like the HMTA, the HMTUSA requires the Secretary of Transportation to promulgate regulations for the safe transport of hazardous material in intrastate, interstate, and foreign commerce. The Secretary also retains authority to designate materials as hazardous when they pose unreasonable risks to health, safety, or property. (OSHA, n.d.)

The statute includes provisions to encourage uniformity among different state and local highway routing regulations, to develop criteria for the issuance of federal permits to motor carriers of hazardous materials, and to regulate the transport of radioactive materials. (OSHA, n.d.)

❑ Occupational Safety and Health Act (OSHA)

Congress passed the Occupational and Safety Health Act (OSHA) to ensure worker and workplace safety. Their goal was to make sure employers provide their workers a place of employment free from recognized

hazards to safety and health, such as exposure to toxic chemicals, excessive noise levels, mechanical dangers, heat or cold stress, or unsanitary conditions. (EPA, 2016b)

In order to establish standards for workplace health and safety, the Act also created the National Institute for Occupational Safety and Health (NIOSH) as the research institution for OSHA. OSHA is a division of the U.S. Department of Labor that oversees the administration of the Act and enforces standards in all 50 states. (EPA, 2016b)

❑ Toxic Substances Control Act

The Toxic Substances Control Act of 1976 provides EPA with authority to require reporting, record-keeping and testing requirements, and restrictions relating to chemical substances and/or mixtures. Certain substances are generally excluded from TSCA, including, among others, food, drugs, cosmetics, and pesticides. TSCA addresses the production, importation, use, and disposal of specific chemicals including polychlorinated biphenyls (PCBs), asbestos, radon, and lead-based paint. (EPA, 2016c)

Various sections of TSCA provide authority to:

- Require, under Section 5, pre-manufacture notification for "new chemical substances" before manufacture
- Require, under Section 4, testing of chemicals by manufacturers, importers, and processors where risks or exposures of concern are found
- Issue Significant New Use Rules (SNURs), under Section 5, when it identifies a "significant new use" that could result in exposures to, or releases of, a substance of concern.
- Maintain the TSCA Inventory, under Section 8, which contains more than 83,000 chemicals. As new chemicals are commercially manufactured or imported, they are placed on the list.
- Require those importing or exporting chemicals, under Sections 12(b) and 13, to comply with certification reporting and/or other requirements.
- Require, under Section 8, reporting and record-keeping by persons who manufacture, import, process, and/or distribute chemical substances in commerce.
- Require, under Section 8(e), that any person who manufactures (including imports), processes, or distributes in commerce a chemical substance or mixture and who obtains information which reasonably supports the conclusion that such substance or mixture presents a substantial risk of injury to health or the environment to immediately inform EPA, except where EPA has been adequately informed of such information. EPA screens all TSCA b§8(e) submissions as well as voluntary "For Your Information" (FYI) submissions. The latter are not required by law, but are submitted by industry and public interest groups for a variety of reasons. (EPA, 2016c)

2. State Regulations

❑ Cal/OSHA and the California State Plan

Under an agreement with OSHA, since 1973 California has operated an occupational safety and health program in accordance with Section 18 of the federal OSHA. The State of California's Department of Industrial Relations administers the California Occupational Safety and Health Program, commonly referred to as Cal/OSHA. The State of California's Division of Occupational Safety and Health (DOSH) is the principal

agency that oversees plan enforcement and consultation. In addition, the California State program has an independent Standards Board responsible for promulgating State safety and health standards, and reviewing variances. It also has an Appeals Board to adjudicate contested citations and the Division of Labor Standards Enforcement to investigate complaints of discriminatory retaliation in the workplace.

Pursuant to 29 CFR 1952.172, the California State Plan applies to all public and private sector places of employment in the state, with the exception of federal employees, the United States Postal Service, private sector employers on Native American lands, maritime activities on the navigable waterways of the United States, private contractors working on land designated as exclusively under federal jurisdiction and employers that require federal security clearances. Cal/OSHA is the only agency in the state authorized to adopt, amend, or repeal occupational safety and health standards or orders. In addition, the Standards Board maintains standards for certain things not covered by federal standards or enforcement, including: elevators, aerial passenger tramways, amusement rides, pressure vessels and mine safety training. The Cal/OSHA enforcement unit conducts inspections of California workplaces in response to a report of an industrial accident, a complaint about an occupational safety and health hazard, or as part of an inspection program targeting industries with high rates of occupational hazards, fatalities, injuries or illnesses.

❑ California Hazardous Waste Control Law

The Hazardous Waste Control Law (HWCL) (Health and Safety Code [HSC], Division 20, Chapter 6.5, Article 2, Section 25100, et seq.) is the primary hazardous waste statute in California. The HWCL implements RCRA as a "cradle-to-grave" waste management system in the state. It specifies that generators have the primary duty to determine whether their wastes are hazardous and to ensure its proper management. The HWCL also establishes criteria for the reuse and recycling of hazardous wastes used or reuse as raw materials. The HWCL exceeds federal requirements by mandating source reduction planning and broadening requirements for permitting facilities that treat hazardous waste. It also regulates a number of waste types and waste management activities not covered by federal law (RCRA).

❑ California Code of Regulations (CCR), Titles 22 and 26

A variety of California Code of Regulation (CCR) titles address regulations and requirements for generators of hazardous waste. Title 22 contains detailed compliance requirements for hazardous waste generators, transporters, and facilities for treatment, storage, and disposal. Because California is a fully-authorized state according to RCRA, most regulations (i.e., 40 CFR 260, et seq.) have been duplicated and integrated into Title 22. However, because the Department of Toxic Substances Control (DTSC) regulates hazardous waste more stringently than the EPA, the integration of state and federal hazardous waste regulations that make up Title 22 does not contain as many exemptions or exclusions as does 40 CFR 260. As with the HSC, Title 22 also regulates a wider range of waste types and waste management activities than does RCRA. To aid the regulated community, California has compiled hazardous materials, waste, and toxics-related regulations from CCR, Titles 3, 8, 13, 17, 19, 22, 23, 24 and 27 into one consolidated listing: CCR Title 26 (Toxics). However, the hazardous waste regulations are still commonly referred to collectively as "Title 22."

❑ Safe Drinking Water and Toxic Enforcement Act

Proposition 65, officially known as the Safe Drinking Water and Toxic Enforcement Act of 1986 (Health and Safety Code, Division 20, Chapter 6.6, Section 25249.5, et seq), protects the state's drinking water sources from being contaminated with chemicals known to cause cancer, birth defects, or other reproductive harm, and requires businesses to inform Californians about exposures to such chemicals. Proposition 65 requires the state to maintain and update a list of chemicals known to the state to cause cancer or reproductive toxicity. (CA Legislative Info, n.d.)

❑ California Water Code

The California Water Code is the principal state law regulating water quality in California. Water quality provisions must be complied with as contained in numerous code sections including: 1) the Health and Safety Code for the protection of ground and surface waters from hazardous waste and other toxic substances; 2) the Fish and Game Code for the prevention of unauthorized diversions of any surface water and discharge of any substance that may be deleterious to fish, plant, animal, or bird life; 3) the Harbors and Navigation Code for the prevention of the unauthorized discharge of waste from vessels into surface waters; and 4) the Food and Agriculture Code for the protection of groundwater which may be used for drinking water supplies. The California Department of Fish and Wildlife (CDFW), through provisions of the Fish & Game Code (§§ 1601 - 1603) is empowered to issue agreements for any alteration of a river, stream, or lake where fish or wildlife resources may be adversely affected. CDFW regulates wetland areas only to the extent that those wetlands are part of a river, stream, or lake as defined by CDFW. (CA Legislative Info, n.d.)

Surface water quality is the responsibility of the Regional Water Quality Control Board (RWQCB), water supply and wastewater treatment agencies, and city and county governments. The principal means of enforcement by the RWQCB is through the development, adoption, and issuance of water discharge permits. RWQCB basin plans establish water quality objectives that are defined as the limits or levels of water quality constituents or characteristics for the reasonable protection of beneficial uses of water. (CA Legislative Info, n.d.)

❑ Unified Hazardous Waste and Hazardous Materials Management Regulatory Program

California's Unified Program, overseen but the California Environmental Protection Agency (CalEPA), protect Californians from hazardous waste and hazardous materials by ensuring local regulatory agencies consistently apply statewide standards when they issue permits, conduct inspections, and engage in enforcement activities. The Unified Program is a consolidation of multiple environmental and emergency management programs, including the following:

- Aboveground Petroleum Storage Act (APSA) Program;
- Area Plans for Hazardous Materials Emergencies;
- California Accidental Release Prevention (CalARP) Program;
- Hazardous Materials Release Response Plans and Inventories (Business Plans);
- Hazardous Materials Management Plan (HMMP) and Hazardous Materials Inventory Statements (HMIS) (California Code)

- Hazardous Waste Generator and Onsite Hazardous Waste Treatment (tiered permitting) Programs; and
- Underground Storage Tank Program.

State agency partners involved in the implementation of the Unified Program are responsible for setting program element standards, working with CalEPA to ensure program consistency, and providing technical assistance to the California Unified Program Agencies (CUPAs) and Program Agencies (PAs). The state agencies involved with the Unified Program include CalEPA, Department of Toxic Substances Control (DTSC), the Governor's Office of Emergency Services (Cal OES), CAL FIRE – Office of the State Fire Marshall (CAL FIRE-OSFM), and the State Water Resources Control Board (State Water Board). (CalEPA, 2021)

❑ Uniform Fire Code

The Uniform Fire Code, Article 80 (Section 80.103 of the Uniform Fire Code as adopted by the State Fire Marshal pursuant to HSC Section 13143.9), includes specific requirements for the safe storage and handling of hazardous materials. These requirements are intended to reduce the potential for a release of hazardous materials and for mixing of incompatible chemicals, and specify the following specific design features to reduce the potential for a release of hazardous materials that could affect public health or the environment:

- Separation of incompatible materials with a noncombustible partition;
- Spill control in all storage, handling, and dispensing areas; and
- Separate secondary containment for each chemical storage system. The secondary containment must hold the entire contents of the tank, plus the volume of water needed to supply the fire suppression system for a period of 20 minutes in the event of catastrophic spill. (FindLaw, 2019a)

❑ License to Transport Hazardous Materials

Caltrans regulates hazardous materials transportation on all interstate roads (California Vehicle Code, Section 32000.5, et seq). Within California, the State agencies with primary responsibility for enforcing federal and State regulations and for responding to transportation emergencies are the California Highway Patrol and Caltrans. Together, federal and State agencies determine driver-training requirements, load labeling procedures, and container specifications for vehicles transporting hazardous materials. (FindLaw, 2019b)

❑ California Hazardous Materials Release Response Plan and Inventory Law of 1985

The Business Plan Act requires preparation of Hazardous Materials Business Plans and disclosure of hazardous materials inventories, including an inventory of hazardous materials handled, plans showing where hazardous materials are stored, an emergency response plan, and provisions for employee training in safety and emergency response procedures for businesses that handle, store, or transport hazardous materials in amounts exceeding specified minimums (California Health and Safety Code, Division 20, Chapter 6.95, Article 1). Statewide, DTSC has primary regulatory responsibility for management of hazardous materials, with delegation of authority to local jurisdictions that enter into agreements with the State. Local agencies are responsible for administering these regulations.

Several state agencies regulate the transportation and use of hazardous materials to minimize potential risks to public health and safety, including CalEPA and the California Emergency Management Agency. The California Highway Patrol and California Department of Transportation (Caltrans) enforce regulations specifically related to the transport of hazardous materials. Together, these agencies determine container types used and license hazardous waste haulers for hazardous waste transportation on public roadways. (CA Legislative Info, n.d.)

❑ Senate Bill 1137 (SB 1137)

SB 1137 is intended to protect the public health of California's communities by creating a minimum health and safety distance of 3,200-feet between sensitive receptors, such as a residence, school, childcare facility, playground, hospital, or nursing home and an oil and gas production well. Specifically, the bill prohibits the California Geological Energy Management Division (CalGEM) from approving the drilling, re-drilling, or significant alteration of any oil and gas well within this "health protection zone." SB 1137 also requires oil and gas facility operators in these protection zones to implement strict pollution controls, and to develop response plans to protect the health of Californians currently living within 3,200 feet of an existing oil well. SB 1137 also requires operators of wells/facilities to provide an individual indemnity bond sufficient to pay the full cost of properly plugging and abandoning the well and decommissioning the facility in order to prevent operators from failing to properly decommission.

B. Airport and Aircraft Hazards Regulations and Plans

1. State Regulations

❑ State Aeronautics Act

The State Aeronautics Commission Act of 1947 created the Division of Aeronautics ("Division"), and was later amended by statute to read the State Aeronautics Act (Aeronautics Act) in 1961. As a result of this legislation, the Division's first priorities are those mandated by the Aeronautics Act, then Caltrans guidance, then Division guidance as expressed through its Policy Element. As directed by the Aeronautics Act, the Division is a steward and advocate of aviation in California. To that end, its efforts are focused on activities that "protect the public interest in aeronautics and aeronautical progress." (§ 21002) (Caltrans, 2020, p. 33)

The Aeronautics Act itself is divided into six chapters, the first five of which have not received significant cleanup legislation since its enabling in 1947. The first chapter begins with general provisions and definitions and explains the Legislature's intent for a State aviation program. Chapter two explains Caltrans' role in administering the Division, and explains the role of the California Transportation Commission (CTC). Chapter three includes many of the safety considerations from Federal Aviation Administration (FAA) regulations that help keep airports and the surrounding communities safe and compatible with flight operations. Chapter four deals with airport and heliport permitting, air navigation facilities, noise guidelines, funding, and importantly, the formation and authority of Airport Land Use Commissions (ALUC). Chapter five covers the investigations and hearings on matters covered in the Aeronautics Act. Finally, Chapter six introduces airport planning and

specifically introduces the intent of the CASP and how it can be used to support California aviation. (Caltrans, 2020, p. 1-2)

❑ California Environmental Quality Act

The operation of airports and aircraft is the responsibility of the Federal Aviation Administration (FAA), but the requirement to document potential hazards related to airports and air activities when a new project is proposed is contained in CEQA, specifically PRC Section 21096, which states:

> *"(a) If a lead agency prepares an environmental impact report for a project situated within airport land use compatibility plan boundaries, or, if an airport land use compatibility plan has not been adopted, for a project within two nautical miles of a public airport or public use airport, the Airport Land Use Planning Handbook published by the Division of Aeronautics of the Department of Transportation, in compliance with section 21674.5 of the Public Utilities Code and other documents, shall be utilized as technical resources to assist in the preparation of the environmental impact report as the report relates to airport-related safety hazards and noise problems.*
>
> *(b) A lead agency shall not adopt a negative declaration for a project described in subdivision (a) unless the lead agency considers whether the project will result in a safety hazard or noise problem for persons using the airport or for persons residing or working in the project area."*

C. Wildland Fire Hazards Regulations and Plans

1. Federal Regulations

❑ Healthy Forests Restoration Act of 2003

On August 22, 2002, President Bush established the Healthy Forests Initiative, directing the Departments of Agriculture and the Interior, and the Council on Environmental Quality, to improve regulatory processes to ensure more timely decisions, greater efficiency, and better results in reducing the risk of catastrophic wildland fires. On June 5, 2003, the Departments of Agriculture and the Interior adopted two new categorical exclusions from documentation in an environmental assessment or environmental impact statement (EIS): an exclusion for hazardous-fuel reduction and another for rehabilitation of resources and infrastructure damaged by wildfire (68 FR 33814).

This act also defines "communities at risk" as those "wildland urban interface communities within the vicinity of federal lands that are at high risk from wildfire." For California, CalFire has expanded this definition to include all communities (regardless of distance from federal lands) for which a significant threat to human life or property exists as a result of a wildland fire event. According to the 2010 California Strategic Fire Plan (page E-1), factors used to determine at-risk communities include: high fuel hazard, probability of a fire and proximity of intermingles wildland fuels, and urban environments near fire threats.

2. State Regulations

❑ Public Resources Code (PRC) Sections 4290-4299

These sections establish minimum statewide fire safety provisions pertaining to: roads for fire equipment access; signs identifying streets, roads, and buildings; minimum private water supply reserves for emergency fire use; and fire fuel breaks and greenbelts. With certain exceptions, all new construction after July 1, 1991, in potential wildland fire areas, is required to meet these statewide standards. The state requirements, however, do not supersede more restrictive local regulations.

As defined by CalFire, wildland areas defined as State Responsibility Areas (SRAs) may contain substantial wildfire risks and hazards. They consist of lands exclusive of cities, and federal lands regardless of ownership. The primary financial responsibility for preventing and suppressing fires within wildlands belongs to the State of California. However, it is not the State of California's responsibility to provide fire protection services to buildings or structures located within the wildlands unless CalFire has entered into a cooperative agreement with a local agency for those purposes pursuant to PRC Section 4142. As such, wildland areas require disclosure of these fire hazards in real estate transactions, and owners of properties in wildland areas are subject to PRC Section 4291 maintenance requirements. The law requires CalFire every five years (1991, 1996, 2001, etc.) to provide maps identifying the boundaries of lands classified as SRAs to the Riverside County Assessor.

❑ PRC Section 4213 – Fire Prevention Fees

Pursuant to PRC Section 4213, in July of 2011, the State of California began assessing an annual "Fire Prevention Fee" for all habitable structures within SRAs to pay for fire prevention services. SRAs are the portions of California where the State of California is financially responsible for the prevention and suppression of wildfires. The SRA does not include lands within incorporated city boundaries, Tribal or federally owned land. As of 2013, the fee is up to $150 per habitable structure (i.e., a building that can be occupied for residential use, which does not include incidental buildings such as detached garages, barns, outdoor bathrooms, sheds, etc.).

❑ California Government Code (CGC) Section 51178

This section specifies that the Director of CalFire, in cooperation with local fire authorities, shall identify areas that are Very High Fire Hazard Severity Zones (VHFHSZ) in Local Responsibility Areas (LRAs), based on consistent statewide criteria, and the expected severity of fire hazard. Per CGC § 51178, a local agency may, at its discretion, exclude from the requirements of § 51182 an area within its jurisdiction that has been identified as a VHFHSZ, if it provides substantial evidence in the record that the requirements of § 51182 are not necessary for effective fire protection within the area. Alternatively, local agencies may include areas not identified as VHFHSZ by CalFire, following a finding supported by substantial evidence in the record that the requirements of § 51182 are necessary for effective fire protection within the new area. According to § 51182, such changes made by a local agency shall be final, and shall not be rebuttable by CalFire.

❑ California Code of Regulations (CCR) Title 14 – Natural Resources

These regulations constitute the basic wildland fire protection standards of the California Board of Forestry. They were prepared and adopted to establish minimum wildfire protection standards in conjunction with

building, construction, and development within SRAs. Among other things, Title 14 requires the design, and construction of structures, subdivisions, and developments in an SRA provide for basic emergency access and perimeter wildfire protection measures (fire fuel modification zones, etc.).

❑ CCR Title 24, Parts 2 and 9 – Fire Codes

Part 2 of Title 24 of the CCR refers to the California Building Code, which contains complete regulations and general construction building standards of state adopting agencies, including administrative, fire and life safety, and field inspection provisions. Part 2 was updated in 2008 to reflect changes in the base document from the Uniform Building Code to the International Building Code. Part 9 refers to the California Fire Code, which contains other fire safety-related building standards. In particular, Chapter 7A, "Materials and Construction Methods for Exterior Wildfire Exposure," in the 2010 California Building Code addresses fire safety standards for new construction. In addition, Section 701A.3.2, "New Buildings Located in Any Fire Hazard Severity Zone," states:

> "*New buildings located in any Fire Hazard Severity Zone within State Responsibility Areas, any Local Agency Very-High Fire Hazard Severity Zone, or any Wildland-Urban Interface Fire Area designated by the enforcing agency for which an application for a building permit is submitted on or after January 1, 2008, shall comply with all sections of this chapter.*"

3. Regional and Local Regulations and Plans

❑ Riverside County Multi-Jurisdictional Local Hazard Mitigation Plan

The purpose of the County's Multi-Jurisdictional Local Hazard Mitigation Plan (County of Riverside 2018) is to identify the County's hazards, review and assess past disaster occurrences, estimate the probability of future occurrences, and set goals to mitigate potential risks to reduce or eliminate long-term risk to people and property from natural and human-made hazards. An important Riverside County Multi-Jurisdictional Hazard Mitigation Plan component is the Community Emergency Response Team (CERT), which educates community members about disaster preparedness and trains them in basic response skills, including fire safety. (Dudek, 2024b, p. 5)

❑ Riverside County Emergency Operations Plan

The 2019 Riverside County Emergency Operations Plan (EOP) describes a comprehensive emergency management system that provides for a planned response to disaster situations associated with natural disasters, technological incidents, terrorism, and nuclear-related incidents. It delineates operational concepts relating to various emergency situations, identifies components of the Emergency Management Organization, and describes the overall responsibilities for protecting life and property and providing for the overall well-being of the population. The plan also identifies the sources of outside support that might be provided (through mutual aid and specific statutory authorities) by other jurisdictions, state and federal agencies, and the private sector. (Dudek, 2024b, p. 5)

❑ City of Calimesa Basic Emergency Operations Plan

The primary objective of the City of Calimesa Basic Emergency Operations Plan (EOP) from 2019 is to integrate and synchronize all City facilities and personnel into a streamlined structure capable of promptly and efficiently addressing any emergency situation, including the need for evacuations. Part 2 of the EOP outlines the functions of the City of Calimesa Emergency Operations Center (EOC), which serves as the central administrative body responsible for overseeing and harmonizing the emergency response efforts of different City departments and external agencies. The purpose of the plan is to promote collaboration and coordination among multiple agencies and jurisdictions, specifically fostering effective communication and cooperation between the City of Calimesa, Riverside County, special districts, and state agencies during emergency operations. (Dudek, 2024b, p. 5)

❑ City of Calimesa Fire Code

The City of Calimesa Fire Code consists of Calimesa Municipal Code Title 15, Chapter 15.10, which adopts the 2022 California Fire Code with some modifications, and applicable sections of the California Code of Regulations. Provisions of the California Fire Code are described under State Regulations, above. (Dudek, 2024b, p. 6)

❑ City of Calimesa Building Code

The City's Building Code (CMC Title 15, Chapter 15.05) is intended to regulate the construction of applicable facilities and encompasses (and formally adopts) associated elements of the CBC. Specifically, this includes regulating the "regulating the erection, construction, enlargement, alteration, repair, moving, removal, demolition, conversion, occupancy, use, height, area and maintenance of all structures and certain equipment therein." (Dudek, 2024b, p. 6)

❑ City of Calimesa Weed Abatement Program

The City's Hazardous Weed Abatement Standards (City of Calimesa Municipal Code 8.10.010 – 8.10.130) are intended to minimize wildland fire hazards through prevention activities and programs. These regulations follow Government Code Sections 39501 and 39502 and give responsibility to property owners, leasers, and occupants of the property to ensure that the prevention and abatement of public nuisances caused by weeds, hazardous vegetation or rubbish on or about any parcel. Chapter 49 of the CFC, as adopted by the City, establishes vegetation management requirements for development within areas identified as High or Very High FHSZ, which includes 100 feet of fuel modification on publicly or privately owned lands adjacent to native or naturalized vegetation. The City requires Fuel Modification Plans for all new development, which are intended to reduce the risk of significant loss, injury, or death involving wildland fires. (Dudek, 2024b, p. 6)

4.9.3 Basis for Determining Significance

Section VIII of Appendix G to the CEQA Guidelines addresses typical adverse effects due to hazards and hazardous materials, and includes the following threshold questions to evaluate the Project's impacts from hazards and hazardous materials:

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

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?*

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

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?*

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

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

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?*

4.9.4 Methodology for Evaluating Wildfire Evacuation Impacts

A. Evacuation Assumptions and Scenarios

The Project's WEP (*Technical Appendix Q.2*) was prepared for the Project to determine how long it would take for employees and guests/visitors of the Project and the surrounding communities to evacuate to nearby urban areas/freeway access in case of a fire emergency. Current evacuation practice typically targets the scope of the evacuation only to the area in immediate danger and placing a larger area on standby for evacuation. This practice allows for better evacuation operations, reduces gridlock, and reserves sufficient travel way for emergency vehicles. It is assumed that first responders or law enforcement will direct traffic at all major downstream intersections during the evacuation process. (Dudek, 2024b, p. 20)

During the evacuation process, which can proceed aided by the roadside fuel modification zones and unexposed corridors, wildfire spread and encroachment may be slowed by fire-fighting efforts that would likely include fixed wing and helicopter fire-fighting assets. Hand crews would also be deployed toward containment. None of the evacuation scenarios assumed contraflow lanes, as these lanes are reserved for first responders, law enforcement, and fire fighters in case of unforeseen circumstances. (Dudek, 2024b, p. 20)

Since the Project site is located amidst residential zones on most sides, the Project's WEP assumes an evacuation directive during an AM peak hour when the majority of employees have arrived on site, background AM commute traffic is present, and a moderate number of occupants are at home. The number of evacuating vehicles from the Project's site was calculated based on the average parking generation rate from the Institute

of Transportation Engineers (ITE) Parking Generation Manual, 5th Edition, and assumes that these are the trips to be evacuated. (Dudek, 2024b, p. 21)

❑ AM Peak Hour Evacuation: Full Operation, Commute Traffic, Moderate Amount of Occupants Are Home

Intersecting Metric presumes that the evacuation would transpire during an AM peak hour, a time when the Project is operational and occupants in nearby communities are home, meaning all residential vehicles would be required to evacuate. It was assumed that employees would be evacuating the Project site using their personal vehicles or the truck they traveled to the site in if their personal vehicle was not on site. Therefore, passenger car equivalent rates were applied to the ITE rates to account for a mixed flow of vehicles. For the sake of the analysis, 100% of the employees were anticipated to evacuate. Therefore, the number of vehicles incorporated in the ensuing analysis is conservative. In an actual evacuation scenario, the total number of vehicles needing to evacuate may actually be less. Additional assumptions during wildfire are as follows: (Dudek, 2024b, p. 21)

1. The Operation Area commander would prioritize land uses located adjacent to the Wildland Urban interface area or area with immediate risk, depending on the location of the fire.
2. Based upon review of 20 years of fire history in the area, it was found that only one fire burned into the Project site, and that was long before the area was developed. However, for a conservative analysis, it is assumed that all of the areas of the Project site and immediately surrounding areas would evacuate at the same time.
3. The analysis also operates under the assumption that the traffic to be evacuated would utilize local thoroughfares like Calimesa Boulevard, Singleton Road, Cherry Valley Boulevard, and Interstate 10 (I-10) to evacuate. It is deemed to have reached a safe location once they arrive north of Sandalwood Drive or south of the Cherry Valley Boulevard/I-10 interchange.

❑ Primary Evacuation Routes

Intersecting Metrics assumed that traffic evacuating from both the Project and nearby communities/land uses would use the closest evacuation routes to leave the area. Evacuation routes were selected based upon review of the Project's site, available evacuation routes, and the quickest way to leave areas located adjacent to the Wildland Urban Interface. This assumption selects a reasonable evacuation route for the assumed extreme weather scenario. Detailed evacuation analysis information is provided in the attachments of Appendix C (Evacuation Modeling Results) of the Project's WEP (*Technical Appendix Q.2*). (Dudek, 2024b, p. 21)

No contraflow lanes were assumed to provide access for first responders and law enforcement. Two-way travel was assumed, with evacuating vehicles traveling outbound to the Safe Zone. It is assumed that first responders or law enforcement will direct traffic at all major intersections during the evacuation process. Should evacuation managers determine that contraflow is preferred or necessary, evacuation capacity would increase while evacuation times would decrease. (Dudek, 2024b, p. 21)

❑ Safe Zone

Based on Dudek's review of the area's fire history, fires have halted along areas adjacent to wildland fuels and have not historically progressed into the more densely urbanized, irrigated, and hardscaped areas. Specifically, none of the historical fires encroached beyond the periphery areas within the wildland urban interface area of the City of Calimesa. Thus, it is assumed that evacuees are considered to reach a safe area once they are within the more densely urban areas such as the area north of Sandalwood Drive or south of the Cherry Valley Boulevard/I-10 interchange. (Dudek, 2024b, p. 22)

❑ Evacuation Scenarios

A total of six evacuation scenarios were analyzed, as follows (Dudek, 2024b, p. 22):

- Scenario 1 – Existing Land Uses with Fire from East: This scenario estimates the evacuation time of the existing residential areas adjacent to the Proposed Project. Under this scenario, it is assumed that the wind driven fire is approaching from the east and evacuees are traveling north or southbound to Yucaipa or Beaumont.
- Scenario 2 – Existing Land Uses with Fire from West: This scenario estimates the evacuation time of the existing residential areas adjacent to the Proposed Project. Under this scenario, it is assumed that the wind driven fire is approaching from the west and evacuees are traveling north or southbound to Yucaipa or Beaumont.
- Scenario 3 – Existing Land Uses with Project with Fire from East: This scenario is similar to Scenario 1, with the addition of the proposed Project traffic.
- Scenario 4 – Existing Land Uses with Project with Fire from West: This scenario is similar to Scenario 2, with the addition of the proposed Project traffic.
- Scenario 5 – Existing Land Uses with Project and Future Roadway Improvements with Fire from East: This scenario is similar to Scenario 3, with the addition of future roadway improvements.
- Scenario 6 – Existing Land Uses with Project and Future Roadway Improvements with Fire from West: This scenario is similar to Scenario 4, with the addition of future roadway improvements.

❑ Evacuating Vehicles

The number of evacuating vehicles was calculated using the following assumptions (Dudek, 2024b, p. 22):

- Residential land uses: Residential units x average vehicle ownership (2.17 vehicles per household)
- Church: Assumed employees (10 vehicles total)
- Project: Calculated based on ITE parking generation rate (See Attachment B of Appendix C to the Project's WEP [*Technical Appendix Q.2*])

Of the two-possible scenarios, meaning either the multifamily residential option or the church option, the multifamily option is expected to present the worst-case scenario for evacuation traffic and was therefore

utilized for the evacuation analysis. Average vehicle ownership, residential units, and evacuating vehicles calculations are provided in Attachment B of Appendix C to the Project's WEP (*Technical Appendix Q.2*). Table 4.9-2, *Evacuating Vehicles*, summarizes the anticipated number of vehicles evacuating under each scenario. (Dudek, 2024b, p. 22)

Table 4.9-2 Evacuating Vehicles

Scenario	Evacuating Vehicles		
	Adjacent Neighborhoods	Proposed Project	Total
Fire Driven from East	2,861	1,133	3,994
Fire Driven from West	3,344		4,477

(Dudek, 2024b, Table 2)

B. Baseline Evacuation Conditions

The potential occurrence of a simultaneous, large evacuation event including evacuation of a large area of existing populations is minimal, but possible. In this case, the existing populations for potential evacuation in the area would be associated with a variety of populations including residential, recreational and other uses. To analyze the evacuation events, Intersecting Metrics conducted simulations using Synchro/SimTraffic (Version 11) by Trafficware Ltd., a microscopic, multimodal traffic flow modeling software used to simulate different traffic conditions. In simulations, roadway capacity is accounted for and each vehicle in the traffic system is individually tracked through the model and comprehensive measures of effectiveness, such as average vehicle speed and queueing, are collected on every vehicle. This software includes 10 types of drivers' behaviors during an evacuation to be replicated. A total of 10 simulations were conducted to yield a reasonable sample size to determine the performance of the study area roadways and impacts during evacuation scenarios. To be conservative, Intersecting Metrics assumed a worst-case scenario in which all vehicles belonging to households in the study area would be used in the evacuation, instead of the necessary number of vehicles needed to evacuate the impacted population. Detailed evacuation analysis information is provided in Attachment C of Appendix C to the Project's WEP (EIR *Technical Appendix Q.2*). (Dudek, 2024b, p. 23)

Based upon review of previous fires and evacuation orders, evacuation modeling considered traffic evacuating from the areas surrounding the Project site. For Scenario 1 for Existing Conditions (i.e., without the proposed Project), the WEP reports that it would take approximately 1 hour and 33 minutes to evacuate the existing land uses when a fire is approaching from the east. For Scenario 2 for Existing Conditions, it would take approximately 2 hours and 13 minutes to evacuate the existing land uses with the Project area when a fire is approaching from the east. (Dudek, 2024b, p. 23)

4.9.5 IMPACT ANALYSIS

Threshold a.:	***Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?***
Threshold b.:	***Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?***

Implementation of the Project would result in the development of up to 982,232 s.f. of light industrial space across four warehouse buildings, up to 223 residential units (which may be developed instead with a 1,200-seat church), two truck trailer storage lots, and associated parking and roads. The analysis below evaluates the potential for the Project to result in a substantial hazard to people or the environment due to demolition activities, construction activities, and long-term operation.

A. Impact Analysis for Project Demolition Activities

Although not an REC, the existing residence in the west-central portion of the Project site was constructed some time prior to 1942 and is proposed to be demolished as part of the Project. The use of asbestos containing materials (ACMs) (a known carcinogen) and lead-based paint (LBP) (a known toxin) was common in building construction prior to 1978. Assuming that ACMs are present in the structure located on the Project site, South Coast Air Quality Management District (SCAQMD) Rule 1403 would apply to the Project, which requires notification of the SCAQMD prior to commencing any demolition or renovation activities. Rule 1403 also sets forth specific procedures for the removal of asbestos, and requires that an on-site representative trained in the requirements of Rule 1403 be present during the stripping, removing, handling, or disturbing of ACMs. Mandatory compliance with the provisions of Rule 1403 would ensure that construction-related demolition activities do not expose construction workers or nearby sensitive receptors to significant health risks associated with ACMs. Because the Project would be required to comply with AQMD Rule 1403 during demolition activities, impacts due to potential asbestos exposure would be less than significant.

During demolition of the existing residential building on-site, there also is a potential to expose construction workers to health hazards associated with LBPs. Title 17, California Code of Regulations (CCR), Division 1, Chapter 8: *Accreditation, Certification and Work Practices for Lead-Based Paint and Lead Hazards*, defines and regulates lead-based paint. Any detectable amount of lead is regulated. The Project Applicant would be required to comply with Title 17, California Code of Regulations (CCR), Division 1, Chapter 8, which includes requirements such as employer provided training, air monitoring, protective clothing, respirators, and hand washing facilities. Mandatory compliance with these requirements would ensure that construction workers and the public are not exposed to significant LBP health hazards during demolition and/or during transport of demolition waste to an appropriate disposal facility, and would ensure that impacts related to LBP remain less than significant.

As such, impacts due to hazards associated with demolition of the existing single-family home would be less than significant.

B. *Impact Analysis for Temporary Construction-Related Activities*

Heavy equipment (e.g., dozers, excavators, tractors) would be operated on the Project site during construction. This heavy equipment likely would be fueled and maintained by petroleum-based substances such as diesel fuel, gasoline, oil, and hydraulic fluid, which are considered hazardous if improperly stored or handled. In addition, materials such as paints, adhesives, solvents, and other substances typically used in building construction would be located on the Project site during construction. Improper use, storage, or transportation of hazardous materials can result in accidental releases or spills, potentially posing health risks to workers, the public, and the environment. This is a standard risk on all construction sites, and there would be no greater risk for improper handling, transportation, or spills associated with the Project than would occur on any other similar construction site. Construction contractors would be required to comply with all applicable federal, State, and local laws and regulations regarding the transport, use, and storage of hazardous construction-related materials, including but not limited requirements imposed by the EPA and DTSC, as well as the Santa Ana Regional Water Quality Control Board (RWQCB) pertaining to water quality as discussed in EIR Subsection 4.10, *Hydrology and Water Quality*. With mandatory compliance with applicable hazardous materials regulations, the Project's short-term construction activities would not create significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials. Therefore, impacts would be less than significant and no mitigation is required. (Waterstone, 2022, p. 8)

C. *Impact Analysis for Long-Term Operation*

The Project would entail the future development of up to 982,232 s.f. of warehouse space between four buildings, up to 223 high density residential units (which may be developed instead with a 1,200-seat church), two truck trailer storage lots, and associated parking and roads.

The Project's proposed residential and church uses are not associated with the transport, use, or disposal of significant quantities of hazardous materials. Household and other goods used by residential homes and church uses that contain toxic substances are usually low in concentration and small in amount; therefore, there is no significant risk to humans or the environment from the use of such household goods. Residents and employees are required to dispose of household hazardous waste, including pesticides, batteries, old paint, solvents, used oil, antifreeze, and other chemicals, at a Household Hazardous Waste Collection Facility. Also, as of February 2006, fluorescent lamps, batteries, and mercury thermostats can no longer be disposed in the trash. Furthermore, the transport, use, and disposal of hazardous materials are fully regulated by the EPA, State, and/or the City of Calimesa. With mandatory regulatory compliance, potential impacts associated with the residential and church uses associated with long-term operation of the Project would be less than significant.

No hazardous materials are anticipated in association with the Project's proposed truck trailer storage lots, as this portion of the Project site only would be used for parking of heavy-truck trailers, with no outdoor storage of any materials (including hazardous materials).

The future occupants of the proposed warehouse buildings are not yet known. However, the future building occupants likely would include general warehousing and/or similar uses and it is possible that hazardous materials could be used during the course of a future building user's daily operations. State and federal Community-Right-to-Know laws allow public access to information about the amounts and types of chemicals

in use at local businesses. Laws also are in place that require businesses to plan and prepare for possible chemical emergencies. Any business that occupies the proposed buildings on the Project site and that handles hazardous materials (as defined in Section 25500 of California Health and Safety Code, Division 20, Chapter 6.95) would require a permit from RCDEH in order to register the business as a hazardous materials handler. Such businesses also are required to comply with California's Hazardous Materials Release Response Plans and Inventory Law, which requires immediate reporting to Riverside County Fire Department and the State Office of Emergency Services regarding any release or threatened release of a hazardous material, regardless of the amount handled by the business. In addition, any business handling at any one time, greater than 500 pounds of solid, 55 gallons of liquid, or 200 cubic feet of gaseous hazardous material, is required, under Assembly Bill 2185 (AB 2185), to file a Hazardous Materials Business Emergency Plan (HMBEP). A HMBEP is a written set of procedures and information created to help minimize the effects and extent of a release or threatened release of a hazardous material. The intent of the HMBEP is to satisfy federal and State Community Right-To-Know laws and to provide detailed information for use by emergency responders.

If businesses that use or store hazardous materials occupy any of the future buildings on the Project site, the business owners and operators would be required to comply with all applicable federal, State, and local regulations to ensure proper use, storage, use, emission, and disposal of hazardous substances (as described above). With mandatory regulatory compliance, the Project is not expected to pose a significant hazard to the public or the environment through the routine transport, use, storage, emission, or disposal of hazardous materials, nor would the Project increase the potential for accident conditions which could result in the release of hazardous materials into the environment. With mandatory regulatory compliance, potential hazardous materials impacts associated with long-term operation of the Project's proposed warehouse buildings would be less than significant and mitigation is not required.

Threshold c.: Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

The closest existing school, Monty's Montessori Academy, is located approximately 0.2-mile northwest of the Project site. There are no additional existing or proposed schools within 0.25-mile of the Project site. As described under the analysis of Thresholds a. and b., the use and transport of hazardous substances or materials to and from the Project site during construction and long-term operational activities would be required to comply with applicable federal, State, and local regulations that would preclude substantial public safety hazards. Additionally, and as also discussed under the analysis of Thresholds a. and b., laws are in place that require businesses to plan and prepare for possible chemical emergencies. Any business that occupies the proposed buildings on the Project site and that handles hazardous materials (as defined in Section 25500 of California Health and Safety Code, Division 20, Chapter 6.95) would require a permit from RCDEH in order to register the business as a hazardous materials handler. Such businesses also are required to comply with California's Hazardous Materials Release Response Plans and Inventory Law, which requires immediate reporting to Riverside County Fire Department and the State Office of Emergency Services regarding any release or threatened release of a hazardous material, regardless of the amount handled by the business. In addition, any business handling at any one time, greater than 500 pounds of solid, 55 gallons of liquid, or 200 cubic feet of gaseous hazardous material, is required, under AB 2185, to file a HMBEP, which is a written set of procedures and information created to help minimize the effects and extent of a release or threatened release

of a hazardous material. The intent of the HMBEP is to satisfy federal and State Community Right-To-Know laws and to provide detailed information for use by emergency responders. Accordingly, while there is an existing school located within 0.25-mile of the Project site, there would be no potential for the Project to expose this school to substantial safety hazards associated with emission, handling, or the routine transport of hazardous substances or materials to-and-from the Project site, and impacts would be less than significant..

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

The Project's Phase I ESA (*Technical Appendix K.1*) included a review of regulatory databases to determine whether the Project site is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Waterstone reviewed records from the Santa Ana RWQCB, DTSC, SCAQMD, and the California Department of Water Resources, as well as local records made available by the City of Calimesa. The results of the records review determined that the Project site is not listed as hazardous materials site in any governmental database compiled pursuant to Government Code Section 65962.5. Therefore, the Project has no potential to create a significant hazard to the public or the environment associated as a result of being included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

Although the Project site is not is not listed as hazardous materials site in any governmental database compiled pursuant to Government Code Section 65962.5, based on the results of the Project's Phase I ESA, Phase II ESA, and Supplemental Phase II ESA (*Technical Appendices K.1, K.2*, and *K.4*, respectively) as described above under subsection 4.9.1.B, and based on the results of the historical review, regulatory records review, property inspection, and soil testing conducted by Waterstone, Waterstone noted the following conditions associated with the Project site:

- Approximately 330 linear feet of asbestos-containing transite pipes were identified in piles located in the northeast corner of the Project site, which Waterman recommends should be removed from the property and properly disposed of prior to site development.
- The Project site contains three domestic or irrigation supply water wells and three septic systems. Waterman recommends that if there is no intention of using the existing water wells or septic systems, these features should be properly removed and abandoned according to current standards.
- Although SVOCs were not detected in the southwestern portions of the Project site above residential or commercial screening levels, Waterstone nonetheless recommends the preparation and implementation of a Soil Management Plan (SMP) as part of future site grading activities in order to address any previously-unknown areas containing stained or odorous soils.
- The Supplemental Phase II ESA reported the results of soil testing for the former orchards and the vacant residence on the Stearns property, and also reported soil sampling results for the former main barn, vehicle paint spray booth, welding equipment storage area, former bus barn, former AST, former material laydown area, former fields/pasture and cherry orchards, former power pole storage area, former foreman's storage area, and former battery storage area, all of which are located on the Diocese of San Bernardino property. As more fully summarized above in subsection 4.9.1.B, based on the

results of the Supplemental Phase II ESA soil sampling, hazardous materials at all sampling locations either weren't detected, were consistent with background concentrations, or were below applicable screening thresholds, with exception of tetrachloroethene (PCE) levels detected at the former foreman's storage area on the Diocese of San Bernardino property which were determined to slightly exceed the residential screening threshold.

In addition, the Project's Phase I and Phase II ESAs prepared by Waterman also noted data gaps in their research, including, but not limited to, the following issues that were not addressed as part of the Supplemental Phase II ESA:

- Unknown water supply wells and/or septic systems on the Stearns Property portion of the Project site
- Unknown locations of at least three septic systems on the Diocese of San Bernardino portion of the Project site.

None of the above-listed site conditions or data gaps represent an adverse condition that could result in a significant impact to the environment. However, the above-listed conditions of concern, including levels of tetrachloroethene (PCE) at the former foreman's storage area on the Diocese of San Bernardino portion of the Project site that slightly exceed the residential screening threshold, would need to be remedied as part of future development of the Project site. In addition, due to the above-listed data gaps additional subsurface investigations would be necessary to ensure the safety of the construction workers during construction and adjacent residents during operation of the Project. Thus, while the Project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, a significant impact is conservatively identified. Mitigation is identified in subsection 4.9.9 requiring the appropriate disposal of hazardous materials identified on site and identifying procedures to be undertaken in the event previously-unknown hazardous materials are uncovered during construction activities.

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

As discussed in Subsection 4.9.1.C, the Project site is not located within two miles of a public or private airport or within an airport land use plan. The closest public use airport is the SBD located approximately 13.0 miles northwest of the Project site. Due to distance, the Project site is located outside of the compatibility zones for the SBD, indicating that the Project site is not subject to airport-related hazards associated with the SBD. Additionally, the nearest active private airport is the Hemet-Ryan Airport, located approximate 17.0 miles southwest of the Project site; however, the Project site is not located within the AIA for this facility, indicating that the Project site is not subject to airport-related hazards associated with the Hemet-Ryan Airport. The Project site also is not located within the AIA or within an airport land use plan for any other airports. Thus, due to the distance between the Project site and the nearest airports, the Project would not result in a safety hazard or excessive noise for people residing or working in the Project area. Accordingly, impacts due to public and private airport-related hazards would be less than significant. (Google Earth, n.d.)

Threshold f: ***Would the Project impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan?***

The Project site does not contain any emergency facilities nor does it serve as an emergency evacuation route. Additionally, there are no components of the proposed Project that would interfere with an adopted emergency response or evacuation plan in effect in the local area. During construction and at Project build-out, the proposed Project would be required to maintain adequate access for emergency vehicles. Furthermore, improvements planned as part of the Project are not anticipated to adversely affect traffic operations in the local area, including along nearby segments of Beckwith Road and Calimesa Boulevard. As part of the City's discretionary review process, the City of Calimesa reviewed the Project's application materials to ensure that appropriate emergency ingress and egress would be available to and from the Project site and that circulation on the Project site was adequate for emergency vehicles. There are no components of the Project that would impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan. Accordingly, impacts would be less than significant.

Threshold g: ***Would the Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildfires?***

A. Project Impacts to Wildland Fire Hazards

As previously identified, the Project site is within an area designated as a VHFHSZ and is located within a Local Responsibility Area (LRA) (Cal Fire, n.d.; RCIT, n.d.). Currently, the Project site is undeveloped except for a portion in the west-central portion of the site that has one vacant single-family residence. The proposed Project's Specific Plan and DPR and CUP application materials include project design features, such as defensible space, to protect people and structures from wildfires. Defensible space is defined as managed and maintained areas adjacent to structures that enable fire suppression activities through the removal of flammable fuels and maintenance of landscapes that would not readily transmit wildfire. As further discussed in Subsection 4.20, *Wildfire*, the Project site is surrounded by existing asphalt paved roadways and residential uses. The Project would incorporate defensible space on-site as shown on Figure 4.20-4, *Proposed Fuel Modification Plan*, in Subsection 4.20, *Wildfire*, of this EIR. The implementation of on-site defensible space would reduce the risk of wildfire at the Project site and would improve the ability of firefighters to fight fires and protect the Project site and neighboring resources, irrespective of the cause or location of ignition. Additionally, all Project-related plans are reviewed and approved by the City of Calimesa to ensure the safety of future Project occupants and structures. Accordingly, impacts due to wildland fires would be less than significant. Refer to Subsection 4.20, *Wildfire*, of this EIR for a detailed analysis of the Project's potential to exacerbate wildfire impacts.

B. Project Impacts to Wildfire-Related Evacuation

The Project has the potential to result in adverse effects to evacuation times during large wildfire events in the local area. The fire intensity would be expected to be "moderate" within the post-Project's footprint due to the Project's design characteristics, and "high" to "very high" within the open space areas that occur adjacent to the Project site. This on-site, reduced fire behavior along with specific protection features, would be expected to facilitate evacuations as well as potential on-site sheltering within designated safe shelter

structures, if considered safer than a short-notice evacuation. Although not a designated shelter-in-place site, Project structures include the same level of ignition resistance (e.g., enhanced construction materials built to the most modern fire standards) and landscape maintenance (e.g., annual FMZ inspection), are defensible against the anticipated wildfire exposure, and are designed to require minimal resources for protection, which enables this contingency option. (Dudek, 2024b, pp. 19-20)

The Project roads and adjacent road circulation system will be able to effectively handle average daily trips generated by the Project. However, as evidenced by mass evacuations in Riverside and elsewhere, even with roadways that are designed to the code requirements, it may not be possible, or even necessary to move large numbers of persons at the same time. Road infrastructure throughout the United States, and including in Calimesa, is not designed to accommodate a short-notice, mass evacuation. The need for evacuation plans, pre-planning, and tiered or targeted and staggered evacuations becomes very important for improving evacuation effectiveness. (Dudek, 2024b, p. 20)

Among the most important factors for successful evacuations in populated settings is control of intersections downstream of the evacuation area. If intersections are controlled by law enforcement, barricades, signal control, firefighters or other means, potential backups and slowed evacuations can be minimized. Another important aspect of successful evacuation is a managed and phased evacuation declaration. Evacuating in phases, based on vulnerability, location, or other factors, enables the subsequent traffic surges on major roadway to be smoothed over a longer time frame and can be planned to result in traffic levels that flow better than when mass evacuations include large evacuation areas at the same time. The Project's WEP defers to Law Enforcement and EOC to appropriately phase evacuations and to consider the vulnerability of communities when making decisions. For example, newer development in the area, including the Project, would offer its occupants a high level of fire safety on site, along with options for firefighter safety zones and temporary on-site refuge as a contingency, as discussed further in the Project's WEP. (Dudek, 2024b, p. 20)

Based upon review of previous fires and evacuation orders, evacuation modeling considered traffic evacuating from both the Project and nearby developments, Table 4.9-3, *Evacuation Time Summary (Without Project Roadway Improvements)*, provides a summary of the Project's effects on evacuation time assuming the addition of Project-related traffic but without any of the roadway improvements proposed as part of the Project. As shown in Table 4.9-3, implementation of the Project but without implementation of the Project's proposed roadway improvements would result in a 39.33-minute increase in evacuation time during fire events driven from the east, increasing evacuation times from 1 hour 33 minutes to 2 hours 13 minutes. Implementation of the Project but without the Project's proposed roadway improvements would result in a 14.72-minute increase in evacuation times during fire events driven from the west, increasing evacuation times from 1 hour 22 minutes to 1 hour 37 minutes. (Dudek, 2024b, p. 23)

Table 4.9-4, *Evacuation Time Summary (With Project Roadway Improvements)*, provides a summary of the Project's effect on evacuation time with the addition of Project-related traffic and with implementation of the Project's proposed roadway improvements As shown in Table 4.9-4, implementation of the Project and the Project's proposed roadway improvements would result in a 27.47-minute increase in evacuation times during fire events from the east, increasing evacuation times from 1 hour 33 minutes to 2 hours 1 minute.

Table 4.9-3 Evacuation Time Summary (Without Project Roadway Improvements)

Scenario	Total Evacuation Traffic		Evacuation Travel Time (Min)		
	Existing Land Uses	Existing Land Uses w/ Project	Existing Land Uses	Existing Land Uses w/ Project	Delta
Fire Driven from East	2,861	3,994	1 hour 33 minutes	2 hours 13 minutes	39.33
Fire Driven from West	3,344	4,477	1 hour 22 minutes	1 hour 37 minutes	14.72

(Dudek, 2024b, Table 3a)

Table 4.9-4 Evacuation Time Summary (With Project Roadway Improvements)

Scenario	Total Evacuation Traffic		Evacuation Travel Time (Min)		
	Existing Land Uses	Existing Land Uses w/ Project	Existing Land Uses	Existing Land Uses w/ Project and improvements	Delta
Fire Driven from East	2,861	3,994	1 hour 33 minutes	2 hours 01 minutes	27.47
Fire Driven from West	3,344	4,477	1 hour 22 minutes	1 hour 35 minutes	13.02

(Dudek, 2024b, Table 3b)

Implementation of the Project and the Project's proposed roadway improvements would result in a 13.02-minute increase in evacuation times during fire events driven from the west, increasing the evacuation times from 1 hour 22 minutes to 1 hour 35 minutes. (Dudek, 2024b, p. 24)

The Project's WEP provides emergency managers with necessary information to implement evacuation measures described herein such as: 1) phased evacuations; 2) traffic control; and 3) finding refuge in fire-resistant buildings. The Project also would entail improvements in the evacuation area by converting fuels to hardscapes and fuel modification zones, by reducing fuels along roadways, and by improving infrastructure in the local area. (Dudek, 2024b, pp. 24-25)

Any additional time during evacuations does not necessarily generate a greater safety risk. Emergency personnel who issue evacuation orders can consider the additional time needed to implement an evacuation when determining when and where to issue evacuation orders. Risk to nearby development, including the Project or existing communities, is assessed on a regular basis in a wildfire event. Hours or days of lead time may be available to assess risk and make evacuation determinations. Further, peak occupancy conditions like those assumed in the modeling typically do not occur as all occupants are not typically at home while maximum occupancy at industrial, commercial, and office uses is also occurring. Further, drifting smoke, awareness of the risk, road closures, or other factors result in people avoiding the area in a fire event. Additionally, the

Project is designed to allow people to shelter-in-place or take temporary refuge within the Project site, which could reduce evacuating traffic from the site. (Dudek, 2024b, p. 27)

Furthermore, in an actual evacuation scenario a phased evacuation would be implemented where orders are given to evacuate based on vulnerability, location, and/or other factors, which enables the subsequent traffic surges on major roadways to be smoothed over a longer time frame and improve traffic flow. A phased strategy can also be used to prioritize the evacuation of certain communities that are in proximity to the immediate danger. The limitations of the model used for this analysis are such that it cannot accurately reflect phased evacuation conditions; hence, a worst-case mass evacuation scenario was assumed in the modeling results presented in Table 4.9-3 and Table 4.9-4. (Dudek, 2024b, pp. 27-28)

The Project provides several features that would enhance orderly and safe evacuation, but that are not reflected in the average evacuation time results above. These features include evacuation preparedness, fuel modification along Project roadways, structural hardening of Project structures, improved roadway capacities, temporary refuge areas and "shelter-in-place" options[1]. These evacuation enhancements would reduce the potential for evacuation friction or interruption; however, such enhancements cannot be well depicted by the traffic evacuation model. (Dudek, 2024b, p. 26)

The Project also would have a positive impact on protecting roadways that presently are surrounded by open space, providing existing occupants with safer evacuation routes that will no longer be susceptible to being burned over. This would provide emergency managers with a safer alternative to risking a late evacuation. By contrast, the examples of Southern California evacuations that have included loss of life have been the result of occupants who did not evacuate when directed, and then attempted a late evacuation with travel through long distances of exposed travel ways as wildfire were overtaking the area. These examples occurred in fire environments that were more aggressive and included less maintenance than would occur at the Project area. Further, with proper and effective evacuation managers and traffic control personnel, evacuation flow is anticipated to be able to be effectively managed. (Dudek, 2024b, pp. 25-26)

The Project also would provide emergency managers the alternative option of recommending occupants temporarily seeking refuge on the Project site in fire-resistant buildings or within the wide, converted landscapes and hardscapes that would not readily facilitate wildfire spread. For example, in addition to the roadway improvements that would lessen the Project impact, the Project eliminates current fuels by converting them into warehouse, paved areas, and fire conscious landscaping. The Project itself is protected from an eastern fire by a trailer parking area that provides a fuel break measuring a few hundred feet, setting the Project back well beyond expected flame lengths. This allows the Project population the potential to shelter in place. (Dudek, 2024b, p. 25)

As noted above, there currently are no threshold of significance for evacuation travel time that have been developed by the City of Calimesa or under CEQA generally. There is no evacuation timeframe threshold that

[1] Shelter-in-place involves the use of a structure, including homes, to temporarily separate individuals from a hazard or threat, and is implemented when a hazard or threat is imminent or occurring and a safe evacuation is not feasible.

projects must meet in order to avoid a CEQA impact or to be consistent with codes, regulations, or policies. Public safety, not time, generally is the guiding consideration for evaluating impacts related to emergency evacuation. As previously summarized in Table 4.9-4, with implementation of the Project and the Project's proposed roadway improvements, there would be an estimated 27.47-minute increase in evacuations in the local area during fire events driven from the east, and a 13.02-minute increase in evacuations in the local area during fire events driven from the west. However, the evacuation simulations that were conducted as part of the Project's WEP and described above assume that all Project area occupants attempt to evacuate at the same time. In a real emergency, evacuations are expected to be phased by Emergency Managers allowing more efficient use of roadways than can be modeled. Technological advancements and improved evacuation strategies learned from prior wildfire evacuation events have resulted in a system that is many times more capable of managing evacuations. With the technology in use today in the City and County, evacuations are more strategic and surgical than in the past, evacuating smaller areas at highest risk and phasing evacuation traffic so that it flows more evenly and minimizes the surges that may slow an evacuation. Mass evacuation scenarios where large populations are all directed to leave simultaneously, resulting in traffic delays, are thereby avoided, and those populations most at risk safely evacuate. (Dudek, 2024b, p. 25)

Accordingly, and based on the preceding analysis, with implementation of the Project and the Project's design features, and with managed evacuations as set forth by the Riverside County and City of Calimesa EOPs and described herein, Emergency Managers would be able to safely evacuate the Project area during wildfire emergencies, even without considering the Project's roadway improvements. Accordingly, the proposed Project would result in a less-than-significant impact on wildfire evacuation in the local area during emergency situations, requiring no mitigation.

4.9.6 Cumulative Impact Analysis

This cumulative impact analysis considers development of the proposed Project in conjunction with other development projects and planned development. Because the issue of hazards and hazardous materials tend to be site-specific in nature, the cumulative study area includes existing and planned developments within a one-mile radius of each Project site. A one-mile radius is appropriate because that is the standard distance used in regulatory database searches of properties that may generate or store toxic materials.

As discussed under the analysis of Thresholds a. and b., under existing conditions the Project site does not contain any RECs that could create a significant hazard to the public or the environment. In addition, while the existing single-family residence on site has the potential to contain ACMs and LBPs, the Project Applicant would be required to comply with applicable regulatory requirements during demolition of this structure, which would preclude potential hazardous materials impacts to the environment; thus, impacts associated with demolition of the existing single-family structure would be less than significant on a cumulatively-considerable basis. Additionally, there are no conditions associated with the Project's construction or operations that would result in a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, or conditions that could 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. Accordingly, cumulatively-considerable impacts during construction and long-term operation would be less than significant.

As discussed under the analysis of Threshold c., although there is an existing school (Monty's Montessori Academy) located approximately 0.2-mile northwest of the Project site, the use and transport of hazardous substances or materials associated with the Project would be required to comply with applicable federal, State, and local regulations that would preclude substantial public safety hazards. Additionally, none of the proposed land uses associated with the Project would be associated with the transport, use, or disposal of significant quantities of hazardous materials. Because proposed land uses are not associated with substantial quantities of hazardous materials and all use and transport of hazardous materials would be subject to applicable regulations, cumulatively-considerable impacts would not occur.

As discussed under the analysis of Threshold d., the Project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, the Project would not create a significant hazard to the public or the environment. Although the Project site does not contain any RECs and is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, the Project site contains conditions warranting appropriate treatment, including approximately 330 linear feet of asbestos-containing transite pipes, three domestic or irrigation supply water wells, three septic systems, and tetrachloroethene (PCE) levels in the soil at the former foreman's storage area on the Diocese of San Bernardino portion of the Project site. In addition, Waterstone recommends preparation and implementation of an SMP during future site grading activities within the southwestern portions of the Project site, including in the areas where tetrachloroethene (PCE) levels were detected slightly above residential screening levels. While these conditions conservatively are evaluated as a significant direct impact of the proposed Project, these conditions are site-specific conditions that would not result in cumulatively-considerable impacts to the environment; thus, impacts due to existing site conditions would be less than significant on a cumulatively-considerable basis. Cumulatively-considerable impacts would not occur. (Waterstone, 2022, p. 8; Waterstone, 2024)

As discussed under the analysis of Threshold e., the Project site is located outside of the compatibility zones for the Redlands Municipal Airport and is located outside of the AIA for the Hemet-Ryan Airport, and the Project site is not located within any Airport Master Plans. Accordingly, cumulatively-considerable impacts due to an inconsistency with an Airport Master Plan would not occur, and the Project would not result in a safety hazard or excessive noise for people residing or working in the Project area associated with the Redlands Municipal Airport or Hemet-Ryan Airport. Accordingly, impacts due to a conflict with an ALUCP would be less-than-cumulatively considerable.

As discussed under the analysis of Threshold f., the Project site does not contain any emergency facilities nor would the Project impact an emergency evacuation route. Other cumulative developments would be reviewed by the City of Calimesa or other applicable agencies to ensure no interference with emergency access and evacuation routes would occur. Accordingly, the Project has no potential to result in cumulatively-considerable impacts associated with emergency evacuation plans or evacuation routes, and cumulatively-considerable impacts would be less than significant.

As discussed under Threshold g, the Project site is within area identified by Cal Fire as VHFHSZ. However, all development within high fire hazard severity zones is required to comply with the City's Fire Code and

Landscaping Code to minimize any potential fire risk. Additionally, all development in the area would require review and approval by the City of Calimesa to ensure the safety of future Project occupants and structures. Furthermore, although the Project and other cumulative developments have the potential to adversely affect evacuation times during wildland fire emergencies in the local area, with implementation of phased evacuations and design measures to reduce wildfire risks in the local area, and with implementation of the Riverside County and City of Calimesa EOPs, Emergency Managers would be able to effectively manage evacuations during wildfire emergencies such that populations most at risk from a wildfire event are able to safely evacuate. Therefore, cumulative impacts associated with wildfire would be less than significant.

4.9.7 Significance of Impacts Before Mitigation

Threshold a and b: Less-than-Significant Impact: Although the existing single-family residence on site has the potential to contain ACMs and/or LBPs, the Project would be subject to mandatory compliance with regulatory requirements that mandate the appropriate handling and disposal of ACMs and LBPs, which would ensure impacts associated with ACMs and LBPs would be less than significant. With respect to construction activities, the Project would be subject to compliance with all applicable federal, State, and local laws and regulations regarding the transport, use, and storage of hazardous construction-related materials, including but not limited to requirements imposed by the EPA and DTSC, as well as the Santa Ana RWQCB pertaining to water quality. With mandatory compliance with applicable hazardous materials regulations, the Project would result in less-than-significant impacts due to the creation of a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials during the construction phase. Additionally, the land uses associated with the proposed Project are not associated with the transport, use, or disposal of significant quantities of hazardous materials; thus, and assuming mandatory compliance with applicable regulations related to hazards and hazardous materials, impacts associated with long-term operation of the Project would be less than significant and mitigation is not required.

Threshold c: Less-than-significant Impact: The Project site is located within 0.25-mile of an existing school (Monty's Montessori Academy); however, the Project is not anticipated to result in hazardous emissions, and any handling of hazardous materials, substances, or waste would not involve the type or quantity that would pose a significant hazard to public health and safety or the environment. Additionally, the Project would be required to comply with federal, State, and local regulations to ensure that the Project would not create a significant hazard to the public or environment, resulting in less-than-significant impacts to the Monty's Montessori Academy.

Threshold d: Significant Direct Impact: The analysis conducted by Waterstone included a review of regulatory databases, and determined that the Project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Although the Project site does not contain any RECs and is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, the Project site contains conditions warranting appropriate treatment, including approximately 330 linear feet of asbestos-containing transite pipes, three domestic or irrigation supply water wells, three septic systems, and tetrachloroethene (PCE) levels in the soil at the former foreman's storage area on the Diocese of San Bernardino portion of the Project site. In addition, Waterstone recommends preparation of an SMP during grading in the southwest portions of the Project site in order to ensure any stained or odorous soils that may be

encountered are appropriately treated. Although none of these conditions represent an adverse condition that could result in a significant impact to the environment, a significant direct impact is nonetheless conservatively identified in order to impose appropriate remediation requirements as mitigation.

Threshold e: Less-than-Significant Impact: The Project site is not located within two miles of a public airport or within an airport land use plan. The closest public use airport is the SBD located approximately 13.0 miles northwest of the Project site; however, the Project site is located outside of the compatibility zones for the SBD, indicating that the Project site is not subject to airport-related hazards. Additionally, the nearest active private airport is the Hemet-Ryan Airport, located approximate 17.0 miles southwest of the Project site; however, the Project site is not located within the AIA for this facility, indicating that the Project site is not subject to airport-related hazards associated with the Hemet-Ryan Airport. The Project site is not located within the AIA or within an airport land use plan for any other airports. Thus, the Project would not result in a safety hazard or excessive noise for people residing or working in the Project area. Impacts would be less than significant.

Threshold f: Less-than-Significant Impact: The Project would not impair or physically interfere with an adopted emergency response plan or emergency evacuation plan. No emergency facilities exist on the Project site, and the site does not serve as an emergency evacuation route. Thus, impacts would be less than significant.

Threshold g: Less-than-Significant Impact: The Project site is within a VHFHSZ; however, compliance with local regulations would ensure that impacts related to wildland fires would be minimized. Additionally, with implementation of the Project and the Project's design features, and with managed evacuations as set forth by the Riverside County and City of Calimesa EOPs and described herein, Emergency Managers would be able to effectively manage evacuations during wildfire emergencies such that populations most at risk from a wildfire event are able to safely evacuate, even without considering the Project's roadway improvements, which would further improve evacuation times during wildfire emergencies. Accordingly, the proposed Project would result in a less-than-significant impact on wildfire evacuation in the local area during emergency situations, requiring no mitigation.

4.9.8 Regulatory Requirements and Project Features

The following are applicable regulations and design requirements within the City of Calimesa. Although these requirements technically do not meet CEQA's definition for mitigation, they are imposed herein to ensure Project compliance with applicable regulations and design requirements.

RR 4.9-1 Prior to the issuance of demolition permits for the existing on-site residence, the Project Applicant shall contract with a certified Asbestos Consultant to perform an asbestos survey for the existing residential structure on site. In the event asbestos containing materials (ACMs) are identified, the City of Calimesa shall condition the demolition permit to require compliance with South Coast Air Quality Management District (SCAQMD) Rule 1403 with respect to asbestos-containing materials and the demolition contractor shall be required to comply with Rule 1403. All asbestos-related work conducted during the demolition process shall be performed by a licensed Asbestos-abatement Contractor under the supervision of a certified

Asbestos Consultant. Asbestos-containing construction materials (ACCMs) shall be removed and disposed of in compliance with notification and asbestos-removal procedures outlined in SCAQMD Rule 1403 to reduce asbestos-related health risks. During demolition, the demolition contractor shall maintain all records of compliance with Rule 1403, including, but not limited to, the following: evidence of notification of SCAQMD pursuant to Rule 1403; contact information for the Asbestos-abatement Contractor and Asbestos Consultant; and receipts (or other evidence) of off-site disposal of all ACCMs. These records shall be made available for City inspection upon request.

RR 4.9-2 Prior to the issuance of demolition permits for the existing on-site residence, the Project Applicant shall retain the services of a California-certified Lead Inspector/Risk Assessor to collect lead paint, dust, and/or soil samples. The samples shall be tested at a qualified facility for the presence of lead based paint (LBP). In the event that LBPs are identified, the City of Calimesa shall condition all demolition permits to comply with Title 17, California Code of Regulations (CCR), Division 1, Chapter 8 (LBP Regulations), which addresses requirements for the removal of components painted with LBPs during demolition of existing structures. The demolition contractor shall be required to comply with these provisions. Notification to the California Department of Public Health (CDPH) shall be conducted through completion of an Abatement of Lead Hazards Notification, CDPH Form 8551. The removal of all LBP materials shall be conducted:

- By a Certified Lead Supervisor or Certified Lead Works, as defined by §§ 35008 and 35009 of the LBP Regulations, respectively;
- In accordance with the procedures specified in Chapter 12: Abatement, "Guidelines for the Evaluation and Control of Lead-Based Paint Hazards in Housing," U.S. Department of Housing and Urban Development, June 1995;
- Using containment and in a manner which does not result in contamination of non-work areas with lead-contaminated dust, lead-contaminated soil, or lead-based paint debris; and
- In accordance with an abatement plan prepared by a certified lead supervisor, certified lead project monitor, or certified lead project designer, which includes all of the requirements as specified in § 36100(4)(A) of the LBP Regulations

The Certified Lead Supervisor conducting abatement shall retain records of the notification to the CDPH, and shall retain a copy of the abatement plan on-site at all times during demolition activities. The notification and abatement plan shall be made available to the City of Calimesa upon request for review. All demolition activities shall be subject to inspection by the CDPH and/or City officials to ensure compliance with the requirements of the LBP Regulations and abatement plan. Following completion of all abatement activities, a clearance inspection shall be conducted by a certified lead inspector/assessor or certified lead project monitor in accordance with §§ 36000(a) and 36000(c)(3) of Title 17, CCR, Division 1, Chapter 8. A copy of the results of the clearance inspection shall be provided to the City of Calimesa Planning Division upon completion of abatement and inspection activities.

- All future contracts with construction contractors shall comply with all applicable regulations and requirements promulgated by the federal Occupational Safety and Health Administration (OSHA).

- The Project shall comply with Title 22, Division 4.5 of the California Code of Regulations, which requires residents and employees to dispose of household hazardous waste, including pesticides, batteries, old paint, solvents, used oil, antifreeze, and other chemicals, at a Household Hazardous Waste Collection Facility.

- The Project shall comply with Title 22, Division 4.5, Chapter 11 of the California Code of Regulations which requires fluorescent lamps, batteries, and mercury thermostats be recycled or taken to a Household Hazardous Waste Collection Facility.

4.9.9 Mitigation Measures

MM 4.9-1 Prior to issuance of grading permits affecting the southwestern portions of the Project site (i.e., Parcels 3 and 5 of proposed Tentative Parcel Map No. 38589), the Project Applicant shall prepare a Soils Management Plan (SMP), which shall be subject to review and approval by the City of Calimesa. The SMP shall specify measures to be implemented in the event that stained and/or odorous soils are encountered within the southwest portion of the Project site during grading activities. Specifically, the SMP shall establish the conditions that warrant remediation, and shall specify the procedures for removal and disposal of any contaminated soils that may be uncovered. In addition, the SMP shall identify measures to be undertaken to remediate tetrachloroethene (PCE) levels in the soil at the former foreman's storage area on the Diocese of San Bernardino portion of the Project site, to below the Department of Toxic Substances Control (DTSC) 15.3 $\mu g/m^3$ Residential Screening Level (RSL). To verify that PCE levels have been reduced to below the RSL, at the completion of grading activities within the southern portions of the Project site, the Project Applicant shall conduct supplemental testing of soils near the former foreman's storage area for PCEs. The results of the supplemental investigation shall be provided to the City of Calimesa prior to final grading inspection and shall demonstrate that the PCE levels in on-site soils have been remediated to below the 15.3 $\mu g/m^3$ RSL for PCEs. Project grading contractors shall maintain records demonstrating compliance with the City-approved SMP.

MM 4.9-2 Prior to the issuance of grading permits, the Project Applicant shall obtain permits from the Riverside County Department of Environmental Health (RCDEH) authorizing the removal of the three existing irrigation supply wells. The City of Calimesa shall condition the grading permit to require that the removal of the three existing irrigation supply wells on site shall be conducted in a manner consistent with all applicable requirements of the RCDEH as well as the requirements specified by Riverside County Ordinance No. 682 (Regulating the Construction, Reconstruction, Abandonment and Destruction of Wells). Prior to final grading inspection, the Project Applicant shall provide evidence to the City of Calimesa that all three irrigation supply wells have been appropriately demolished and removed from the Project site.

MM 4.9-3 Prior to the issuance of grading permits, the Project Applicant shall obtain permits from the Riverside County Department of Environmental Health (RCDEH) authorizing the removal of the three existing septic systems on site. The City of Calimesa shall condition the grading permit to require that the removal of the three existing septic systems on site shall be conducted in a manner consistent with all applicable requirements of the RCDEH as well as the requirements specified by Riverside County Ordinance No. 650 (Regulating the Discharge of Sewage in the County of Riverside and Incorporating by Reference the Riverside County Local Agency Management Program). Prior to final grading inspection, the Project Applicant shall provide evidence to the City of Calimesa that all three septic systems have been appropriately demolished and removed from the Project site.

MM 4.9-4 Prior to issuance of grading permits, the City of Calimesa shall condition the grading permit to require that prior to commencement of grading activities within the northern portions of the Project site, the approximately 330 linear feet of asbestos-containing transite pipes that are located in the northern portions of the Project site shall be removed and disposed of in accordance with all federal, State, and local requirements. The Project Applicant shall retain records demonstrating that the transite pipes have been properly disposed of in accordance with all applicable requirements.

4.9.10 Significance of Impacts After Mitigation

Threshold d.: Less-than-Significant Impact With Mitigation Incorporated: Implementation of Mitigation Measure MM 4.9-1 would ensure that a SMP is prepared and implemented during grading activities in the southwestern portions of the Project site and further would ensure that any stained and/or odorous soils that may be encountered are appropriately remediated or removed from the Project site, and also would ensure that tetrachloroethene (PCE) levels in the soil at the former foreman's storage area on the Diocese of San Bernardino portion of the Project site are remediated to below the DTSC RSL of 15.3 µg/m^3 as part of site grading activities. Implementation of the required mitigation would ensure that potential impacts associated with soil contamination in the southwestern portions of the Project site are reduced to less-than-significant levels. Implementation of Mitigation Measures MM 4.9-2 and MM 4.9-3 would ensure that the three existing irrigation supply wells and three existing septic systems on site are removed in accordance with appropriate permits issued by RCDEH, and further would ensure that the removal of the irrigation supply wells and septic systems would occur in accordance with Riverside County Ordinance Nos. 682 and/or 650. Mitigation Measure MM 4.9-4 would ensure that the approximately 330 linear feet of asbestos-containing transite pipes are properly disposed of in accordance with applicable federal, State, and local requirements. Implementation of the required mitigation would reduce potential hazardous materials impacts associated with existing site conditions to below a level of significance.

4.10 HYDROLOGY AND WATER QUALITY

The analysis in this Subsection 4.10 is based on several site-specific technical studies prepared by Albert A. Webb Associates (herein, "Webb"), including six (6) technical reports addressing hydrology and six (6) technical reports addressing water quality. The reports are listed below. Refer to Section 7.0*, References*, for a complete list of all reference sources.

- *Oak Valley North – Building 1 DPR No. 22-05, CUP No. 22-02 City of Calimesa, County of Riverside, California - Preliminary WQMP* (June 2023) (EIR *Technical Appendix L1*) (Webb, 2023a)
- *Oak Valley North – Building 2 DPR No. 22-06, CUP No. 22-03 City of Calimesa, County of Riverside, California - Preliminary WQMP* (June 2023) (EIR *Technical Appendix L2*) (Webb, 2023b)
- *Oak Valley North – Building 3 DPR No. 22-07, CUP No. 22-04 City of Calimesa, County of Riverside, California - Preliminary WQMP* (June 2023) (EIR *Technical Appendix L3*) (Webb, 2023c)
- *Oak Valley North – Building 4 DPR No. 22-08, CUP No 22-06 City of Calimesa, County of Riverside, California – Preliminary WQMP* (June 2023) (EIR *Technical Appendix L4*) (Webb, 2023d)
- *Oak Valley North – Trailer Lot 1 DPR No. 22-09 City of Calimesa, County of Riverside – Preliminary WQMP* (June 2023) (EIR *Technical Appendix L5*) (Webb, 2023e)
- *Oak Valley North – Trailer Lot 2 DPR No. 22-10 City of Calimesa, County of Riverside – Preliminary WQMP* (June 2023) (EIR *Technical Appendix L6)* (Webb, 2023f)
- *Oak Valley North – Building 1 DPR No. 22-05, CUP No. 22-02 City of Calimesa, County of Riverside, California - Preliminary Drainage Study* (June 2023) (EIR *Technical Appendix M1*) (Webb, 2023g)
- *Oak Valley North – Building 2 DPR No. 22-06, CUP No. 22-03 City of Calimesa, County of Riverside, California - Preliminary Drainage Study* (June 2023) (EIR *Technical Appendix M2*) (Webb, 2023h)
- *Oak Valley North – Building 3 DPR No. 22-07, CUP No. 22-04 City of Calimesa, County of Riverside, California - Preliminary Drainage Study* (June 2023) (EIR *Technical Appendix M3*) (Webb, 2023i)
- *Oak Valley North – Building 4 DPR No. 22-08, CUP No 22-06 City of Calimesa, County of Riverside, California – Preliminary Drainage Study* (June 2023) (EIR *Technical Appendix M4*) (Webb, 2023j)
- *Oak Valley North – Trailer Lot 1 DPR No. 22-09 City of Calimesa, County of Riverside – Preliminary Drainage Study* (June 2023) (EIR *Technical Appendix M5*) (Webb, 2023k)
- *Oak Valley North – Trailer Lot 2 DPR No. 22-10 City of Calimesa, County of Riverside – Preliminary Drainage Study* (June 2023) (EIR *Technical Appendix M6*) (Webb, 2023l)

4.10.1 EXISTING CONDITIONS

A. Regional Hydrology

The Project site is located within the Santa Ana River watershed, which drains a 2,840 square-mile area and is the principal surface flow water body within the region. The Santa Ana River flows over 100 miles and drains the largest coastal stream system in Southern California. It discharges into the Pacific Ocean at the City of

Huntington Beach. The total stream length of the Santa Ana River and its major tributaries is about 700 miles. (SAWPA, 2019, p. 4-1). The Project site's location within the Santa Ana River Watershed is depicted on Figure 4.10-1, *Santa Ana River Watershed Map*. As shown, the Project site is located within the Yucaipa Hydrologic Subarea of the San Timoteo Hydrologic Area of the Santa Ana River Hydrologic Unit (RWQCB, 2019, p. 4-33).

B. Site Hydrology

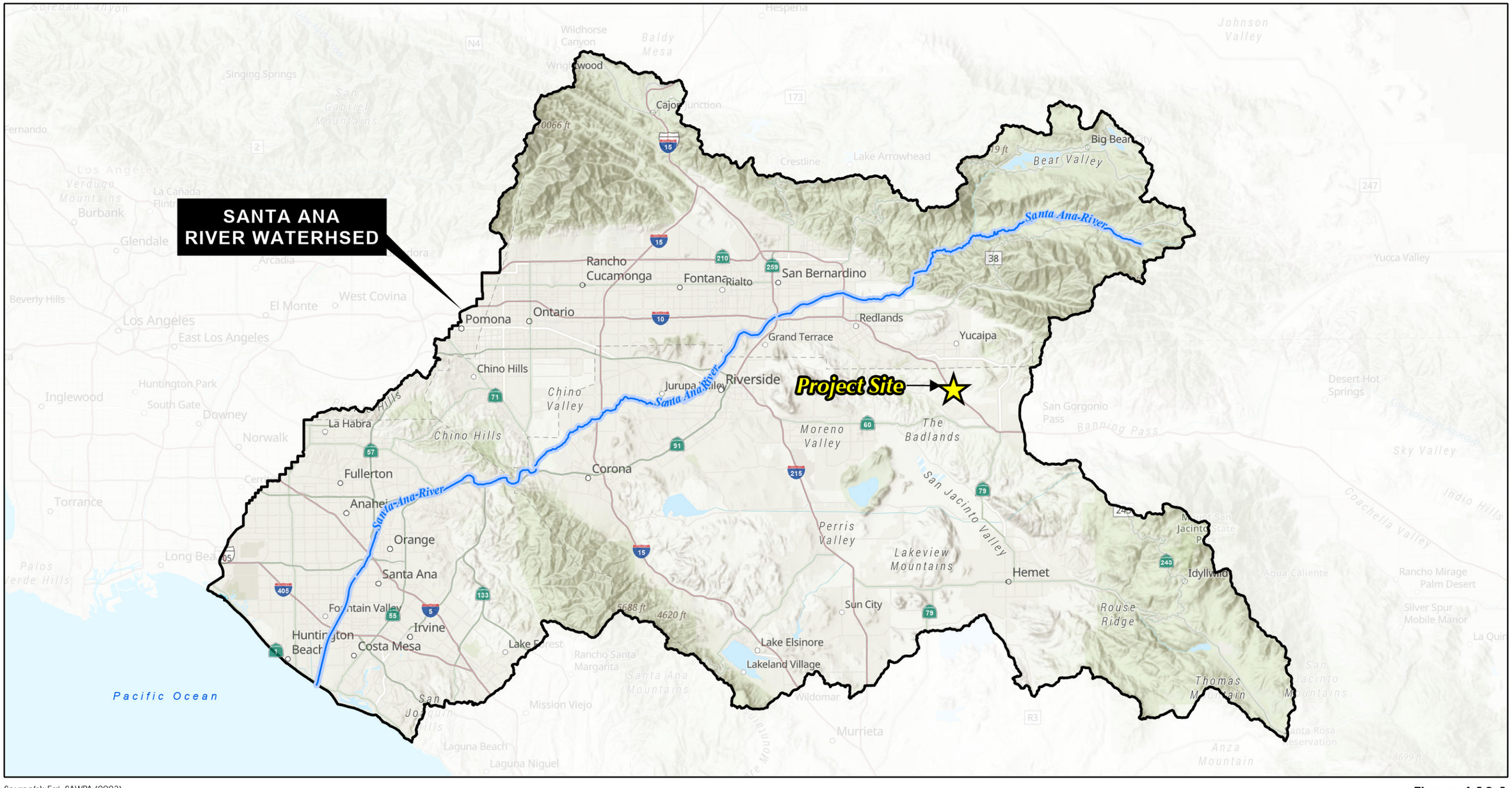
Under existing conditions, the Project site slopes down at approximately 3% grade from the northeast to the southwest and generally drains as sheet flows. The Project site is currently impacted by offsite flow from the adjacent San Bernardino Mountains, located northeast of the Project site. The offsite flows combine with the existing onsite flows and are conveyed southwest through existing Caltrans culverts that convey flows under Calimesa Boulevard and I-10 towards San Timoteo Creek. (Webb, 2023a)

C. Flood Hazards

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) No. 06065C0785G, the Project site is located within Flood Zone X (unshaded), which includes "[a]reas determined to be outside the 0.2% annual chance floodplain" (FEMA, 2008). Thus, the Project site is not subject to inundation by floods under existing conditions.

D. Water Quality

The Project site is located within the jurisdiction of the Santa Ana Basin Regional Water Quality Control Board (RWQCB). Water quality within the region is regulated by the Santa Ana RWQCB's "Water Quality Control Plan, Santa Ana River Basin" (herein, "Basin Plan") (RWQCB, 2019). The federal Clean Water Act (CWA) requires all states to conduct water quality assessments of their water resources to identify water bodies that do not meet water quality standards. Water bodies that do not meet water quality standards are placed on a list of impaired waters pursuant to the requirements of Section 303(d) of the CWA. Receiving waters for the Project site include San Timoteo Creek Reach 3, San Timoteo Creek Reach 2, San Timoteo Creek Reaches 1B and 1A, Santa Ana River Reach 5, Santa Ana River Reach 4, Santa Ana River Reach 3, and Prado Basin Management Zone, as indicated in Table 4.10-1, *Receiving Waters for Storm Water Runoff from the Project Site*. Of these receiving waters, San Timoteo Creek Reach 3, San Timoteo Creek Reach 2, San Timoteo Creek Reaches 1B and 1A, and Santa Ana River Reach 4 are impaired by indicator bacteria; Santa Ana River Reach 3 is impaired by copper, indicator bacteria, and lead; and Prado Basin Management Zone is impaired by pH. Santa Ana River Reach 5 is not listed as having any impairments. Impairment is typically associated with point and non-point sources of water pollutants including industrial discharge and agricultural operations, respectively. The beneficial uses of the receiving surface waters of the Project site also are listed in Table 4.10-1. (Webb, 2023g; Webb, 2023h; Webb, 2023i; Webb, 2023j; Webb, 2023k; Webb, 2023l)



Source(s): Esri, SAWPA (2023)

Figure 4.10-1

Santa Ana River Watershed Map

Table 4.10-1 Receiving Waters for Storm Water Runoff from the Project Site

Receiving Waters	EPA Approved 303(d) List Impairments	Designated Beneficial Uses	Proximity to RARE Beneficial Use
San Timoteo Creek Reach 3 (Yucaipa Creek to Headwaters)	*Indicator Bacteria*	*GWR, **RARE**, REC1, REC2, WARM, WILD*	*2± miles*
San Timoteo Creek Reach 2 (Gage at San Timoteo Creek to Yucaipa Creek)	*Indicator Bacteria*	*GWR, REC1, REC2, WARM, WILD*	*Not designated as RARE*
San Timoteo Creek Reach 1B & 1A (Santa Ana River Confluence to Barton Road to Gage at San Timoteo Creek)	*Indicator Bacteria*	*AGR, GWR, **RARE**, REC1, REC2, WARM, WILD*	*7± miles*
Santa Ana River Reach 5 (San Jacinto Fault in San Bernardino to Seven Oaks Dam)	*Not Listed*	*AGR, GWR, MUN, **RARE**, REC1, REC2, WARM, WILD*	*17± miles*
Santa Ana River Reach 4 (Mission Blvd. to San Jacinto Fault in San Bernardino)	*Indicator Bacteria*	*GWR, **RARE**, REC1, REC2, SPWN, WARM, WILD*	*19± miles*
Santa Ana River Reach 3 (Prado Dam to Mission Blvd.)	*Copper, Indicator Bacteria, Lead*	*AGR, GWR, **RARE**, REC1, REC2, SPWN, WARM, WILD*	*22± miles*
Prado Basin Management Zone	*pH*	***RARE**, REC1, REC2, WARM, WILD*	*35± miles*

Notes: MUN = Municipal and Domestic Supply; AGR = Agricultural Supply; GWR = Groundwater Recharge; REC1 = Water Contact Recreation; REC2 = Non-contact Water Recreation; WARM = Warm Freshwater Habitat; RARE = Rare, Threatened or Endangered Species; SPWN = Spawning, Reproduction and Development; and WILD = Wildlife Habitat.
Source: (Webb, 2023g; Webb, 2023h; Webb, 2023i; Webb, 2023j; Webb, 2023k; Webb, 2023l)

E. Groundwater

According to the 2020 Upper Santa Ana River Watershed Integrated Regional Urban Water Management Plan (IRUWMP), the Project site occurs in the San Timoteo Subbasin of the upper Santa Ana River watershed. The subbasin is bounded to the north and northeast by the Banning fault and impermeable rocks of the San Bernardino Mountains, Crafton Hills, and Yucaipa Hills; on the south by the San Jacinto fault; on the west by the San Jacinto Mountains; and on the east by a topographic drainage divide with the Colorado River hydrologic region. Groundwater is replenished by subsurface inflow and percolation of precipitation, runoff, wastewater discharge, and imported water. The overall San Timoteo Subbasin is not adjudicated, and reliable estimates of total groundwater extractions are not available; however, the Project site occurs within the Beaumont Basin Adjudicated Area portion of the San Timoteo Subbasin, which is managed by the Beaumont Basin Watermaster (BBW). (USARW, 2021, pp. 3-27 through 3-29)

In February 2004, the San Timoteo Watershed Management Authority filed a Judgment adjudicating the groundwater rights in the Beaumont Basin and assigned the BBW with the authority to manage the

groundwater basin. The BBW is composed of managers from the Beaumont Cherry Valley Water District, City of Banning, City of Beaumont, South Mesa Water Company (SMWC), and YVWD. The Beaumont Basin storage capacity is estimated at approximately 1,000,000 acre-feet (AF). The Beaumont Basin Watermaster originally established a long-term yield for the Beaumont Basin of 8,560 acre-feet per year (AFY). The safe yield is reevaluated every ten years and on April 1st, 2015, the BBW approved the adoption of Resolution 2015-01 (2013 Reevaluation of the Beaumont Basin Safe Yield Report and Redetermination of the Safe Yield of the Beaumont Basin), which reduced the safe yield to 6,700 AFY. (USARW, 2021, p. 3-29)

The Judgement includes a controlled overdraft (temporary surplus) provision that allows extraction up to 160,000 AF over the 10-year period immediately following the Judgement inception. During the first 10 years, the agencies could extract 16,000 AFY; after the first 10 years, extractions are limited to the amount each agency has in storage or credit. Agencies must provide the BBW with funds necessary to replace any amount of overproduction that may have occurred over a 5-year consecutive period. The adjudication of the Beaumont Basin has defined overlying and appropriator pumping rights and also allows for supplemental water to be stored and recovered from the basin. (USARW, 2021, p. 3-29)

4.10.2 Regulatory Setting

The following is a brief description of the regulatory setting pertaining to the topics of hydrology and water quality.

A. Federal Regulations

1. Clean Water Act

The Clean Water Act (CWA) establishes the basic structure for regulating discharges of pollutants into the waters of the United States and regulating quality standards for surface waters. The basis of the CWA was enacted in 1948 and was called the Federal Water Pollution Control Act, but the Act was substantially reorganized and expanded in 1972. "Clean Water Act" became the Act's common name with amendments in 1972. Under the CWA, the Environmental Protection Agency (EPA) has implemented pollution control programs such as setting wastewater standards for industry, and also has set water quality standards for all contaminants in surface waters. The CWA made it unlawful to discharge any pollutant from a point source into navigable waters, unless a permit was obtained. EPA's National Pollutant Discharge Elimination System (NPDES) permit program controls discharges. Point sources are discrete conveyances such as pipes or man-made ditches. Individual homes that are connected to a municipal system, use a septic system, or do not have a surface discharge do not need an NPDES permit; however, industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters. (EPA, 2020e)

2. Federal Flood Insurance Program

The U.S. Congress established the National Flood Insurance Program (NFIP) with the passage of the National Flood Insurance Act of 1968. The NFIP is a Federal program enabling property owners in participating communities to purchase insurance as a protection against flood losses in exchange for State and community floodplain management regulations that reduce future flood damages. Participation in the NFIP is based on an agreement between communities and the Federal Government. If a community adopts and enforces a

floodplain management ordinance to reduce future flood risk to new construction in floodplains, the Federal Government will make flood insurance available within the community as a financial protection against flood losses. This insurance is designed to provide an insurance alternative to disaster assistance to reduce the escalating costs of repairing damage to buildings and their contents caused by floods. The Federal Insurance and Mitigation Administration (FIMA) within the Federal Emergency Management Agency (FEMA) is responsible for administering the NFIP and administering programs that provide assistance for mitigating future damages from natural hazards. (FEMA, 2021)

3. Executive Order 11988 – Floodplain Management

Executive Order 11988 requires federal agencies to avoid to the extent possible the long- and short-term adverse impacts associated with the occupancy and modification of flood plains and to avoid direct and indirect support of floodplain development wherever there is a practicable alternative. In accomplishing this objective, "each agency shall provide leadership and shall take action to reduce the risk of flood loss, to minimize the impact of floods on human safety, health, and welfare, and to restore and preserve the natural and beneficial values served by flood plains in carrying out its responsibilities" for the following actions: (FEMA, 2020)

- acquiring, managing, and disposing of federal lands and facilities;
- providing federally-undertaken, financed, or assisted construction and improvements; and
- conducting federal activities and programs affecting land use, including but not limited to water and related land resources planning, regulation, and licensing activities.

B. State Regulations

1. Porter-Cologne Water Control Act

The Porter-Cologne Act is the principal law governing water quality regulation in California. It establishes a comprehensive program to protect water quality and the beneficial uses of water. The Porter-Cologne Act applies to surface waters, wetlands, and ground water and to both point and nonpoint sources of pollution. Pursuant to the Porter-Cologne Act (California Water Code § 13000 et seq.), the policy of the State is as follows: (SWRCB, 2014)

- That the quality of all the waters of the State shall be protected;
- That all activities and factors affecting the quality of water shall be regulated to attain the highest water quality within reason; and
- That the State must be prepared to exercise its full power and jurisdiction to protect the quality of water in the State from degradation.

The Porter-Cologne Act established nine Regional Water Boards (based on hydrogeologic barriers) and the State Water Board, which are charged with implementing its provisions and which have primary responsibility for protecting water quality in California. The State Water Board provides program guidance and oversight, allocates funds, and reviews Regional Water Boards decisions. In addition, the State Water Board allocates rights to the use of surface water. The Regional Water Boards have primary responsibility for individual permitting, inspection, and enforcement actions within each of nine hydrologic regions. The State Water Board

and Regional Water Boards have numerous non-point source (NPS) related responsibilities, including monitoring and assessment, planning, financial assistance, and management. (SWRCB, 2014)

The Regional Water Boards regulate discharges under the Porter-Cologne Act primarily through issuance of NPDES permits for point source discharges and waste discharge requirements (WDRs) for NPS discharges. Anyone discharging or proposing to discharge materials that could affect water quality (other than to a community sanitary sewer system regulated by an NPDES permit) must file a report of waste discharge. The State Water Resources Control Board (SWRCB) and the Regional Water Quality Control Boards (RWQCBs) can make their own investigations or may require dischargers to carry out water quality investigations and report on water quality issues. The Porter-Cologne Act provides several options for enforcing WDRs and other orders, including cease and desist orders, cleanup and abatement orders, administrative civil liability orders, civil court actions, and criminal prosecutions. (SWRCB, 2014)

The Porter-Cologne Act also implements many provisions of the Clean Water Act, such as the NPDES permitting program. The Porter-Cologne Act also requires adoption of water quality control plans that contain the guiding policies of water pollution management in California. In addition, regional water quality control plans (basin plans) have been adopted by each of the Regional Water Boards and get updated as necessary and practical. These plans identify the existing and potential beneficial uses of waters of the State and establish water quality objectives to protect these uses. The basin plans also contain implementation, surveillance, and monitoring plans. (SWRCB, 2014) The Project site is located in the Santa Ana River Watershed, which is within the purview of the Santa Ana Regional Water Quality Control Board (RWQCB). The Santa Ana RWQCB's "Water Quality Control Plan, Santa Ana River Basin" (herein, "Basin Plan") is the governing water quality plan for the region (RWQCB, 2019).

2. California Water Code

The California Water Code is the principal state law regulating water quality in California. Water quality provisions must be complied with as contained in numerous code sections including: 1) the Health and Safety Code for the protection of ground and surface waters from hazardous waste and other toxic substances; 2) the Fish and Game Code for the prevention of unauthorized diversions of any surface water and discharge of any substance that may be deleterious to fish, plant, animal, or bird life; 3) the Harbors and Navigation Code for the prevention of the unauthorized discharge of waste from vessels into surface waters; and 4) the Food and Agriculture Code for the protection of groundwater which may be used for drinking water supplies. The California Department of Fish and Wildlife (CDFW), through provisions of the Fish & Game Code (§§ 1601 - 1603) is empowered to issue agreements for any alteration of a river, stream, or lake where fish or wildlife resources may be adversely affected. CDFW regulates wetland areas only to the extent that those wetlands are part of a river, stream, or lake as defined by CDFW. (CA Legislative Info, n.d.)

Surface water quality is the responsibility of the Regional Water Quality Control Board (RWQCB), water supply and wastewater treatment agencies, and city and county governments. The principal means of enforcement by the RWQCB is through the development, adoption, and issuance of water discharge permits. RWQCB basin plans establish water quality objectives that are defined as the limits or levels of water quality

constituents or characteristics for the reasonable protection of beneficial uses of water. (CA Legislative Info, n.d.)

3. California Toxics Rule (CTR)

The California Toxics Rule (CTR) fills gap in California's water quality standards necessary to protect human health and aquatic life beneficial uses. The CTR criteria are similar to those published in the National Recommended Water Quality Criteria. The CTR supplements, and does not change or supersede, the criteria that EPA promulgated for California waters in the National Toxics Rule (NTR). The human health NTR and CTR criteria that apply to drinking water sources (those water bodies designated in the Basin Plans as municipal and domestic supply) consider chemical exposure through consumption of both water and aquatic organisms (fish and shellfish) harvested from the water. For waters that are not drinking water sources (e.g., enclosed bays and estuaries), human health NTR and CTR criteria only consider the consumption of contaminated aquatic organisms. The CTR and NTR criteria, along with the beneficial use designations in the Basin Plans and the related implementation policies, are the directly applicable water quality standards for toxic priority pollutants in California waters. (SWRCB, 2016, pp. 14-15)

4. CDFG Code Section 1600 et seq. (Lake- or Streambed Alteration Agreement Program)

Fish and Game Code § 1602 requires an entity to notify CDFW prior to commencing any activity that may do one or more of the following: (CDFW, n.d.)

- Substantially divert or obstruct the natural flow of any river, stream, or lake;
- Substantially change or use any material from the bed, channel or bank of any river, stream, or lake; or
- Deposit debris, waste or other materials that could pass into any river, stream, or lake.

It should be noted that "any river, stream or lake" includes those that are episodic (they are dry for periods of time) as well as those that are perennial (they flow year-round). This includes ephemeral streams, desert washes, and watercourses with a subsurface flow. It may also apply to work undertaken within the flood plain of a body of water. (CDFW, n.d.)

CDFW requires a Lake and Streambed Alteration (LSA) Agreement when it determines that the activity, as described in a complete LSA Notification, may substantially adversely affect existing fish or wildlife resources. An LSA Agreement includes measures necessary to protect existing fish and wildlife resources. CDFW may suggest ways to modify a project that would eliminate or reduce harmful impacts to fish and wildlife resources. Before issuing an LSA Agreement, CDFW must comply with CEQA. (CDFW, n.d.)

5. Watershed Management Initiative (WMI)

The State and Regional Water Boards are currently focused on looking at entire watersheds when addressing water pollution. The Water Boards adopted the Watershed Management Initiative (WMI) to further their goals. The WMI establishes a broad framework overlying the numerous federal and State mandated priorities. As such, the WMI helps the Water Boards achieve water resource protection, enhancement and restoration while

balancing economic and environmental impacts. (SWRCB, 2017) The integrated approach of the WMI involves three main ideas:

- Use water quality to identify and prioritize water resource problems within individual watersheds. Involve stakeholders to develop solutions.
- Better coordinate point source and nonpoint source regulatory efforts. Establish working relationships between staff from different programs.
- Better coordinate local, state, and federal activities and programs, especially those relating to regulations and funding, to assist local watershed groups. (SWRCB, 2017)

6. Sustainable Groundwater Management Act (SGMA)

The 2014 Sustainable Groundwater Management Act (SGMA) requires governments and water agencies of high and medium priority basins to halt overdraft and bring groundwater basins into balanced levels of pumping and recharge. Under SGMA, these basins should reach sustainability within 20 years of implementing their sustainability plans. The DWR categorizes the priority of groundwater basins. For critically over-drafted basins, that will be 2040. For the remaining high and medium priority basins, 2042 is the deadline. The SGMA also requires local public agencies and Groundwater Sustainability Agencies (GSAs) in high- and medium-priority basins to develop and implement Groundwater Sustainability Plans (GSPs) or Alternatives to GSPs. GSPs are detailed road maps for how groundwater basins will reach long term sustainability. (DWR, n.d.) (DWR, 2020)

7. SWRCB Trash Amendments

On April 7, 2015, the SWRCB adopted an amendment to control trash that applies to the Water Quality Control Plan for Ocean Waters of California and the Water Quality Control Plan for Inland Surface Waters, Enclosed Bays, and Estuaries of California. They are collectively referred to as the "Trash Amendments." The Trash Amendments do the following: (a) establish a narrative water quality objective for trash, (b) corresponding applicability, (c) establish a prohibition on the discharge of trash, (d) provide implementation requirements for permitted storm water and other discharges, (e) set a time schedule for compliance, and (f) provide a framework for monitoring and reporting requirements. The Trash Amendments apply to all surface waters of California and include a land-use-based compliance approach to focus trash controls on areas with high trash-generation rates. Areas such as high density residential, industrial, commercial, mixed urban, and public transportation stations are considered priority land uses. The Santa Ana RWQCB implements the statewide Trash Amendments through Water Code Section 13383 Orders that contain region specific requirements. There are two compliance tracks:

- Track 1. Permittees must install, operate, and maintain a network of certified full capture systems in storm drains that capture runoff from priority land uses.

- Track 2. Permittees must implement a plan with a combination of full capture systems, multi-benefit projects, institutional controls, and/or other treatment methods that have the same effectiveness as Track 1 methods. (SWRCB, 2022)

The Project would be required to comply with the latest State Trash Amendments and the MS4 Permit by installing the appropriate Full Capture System or equivalent.

4.10.3 Basis for Determining Significance

Section X of Appendix G to the CEQA Guidelines addresses typical adverse effects to hydrology and water quality, and indicates that the Project's impacts on hydrology and water quality would be significant if the Project or any Project-related component would:

a. *Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.*

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

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;*

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

   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; or*

   iv) *Impede or redirect flood flows.*

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

e. *Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.*

4.10.4 Impact Analysis

Threshold a:	***Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?***
Threshold e:	***Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?***

The Project site is located within the jurisdiction of the Santa Ana RWQCB. Water quality information for the Santa Ana River watershed is contained in the Santa Ana Region Basin Plan ("Basin Plan"), as most recently updated in June 2019 (RWQCB, 2019). Additionally, the Project site is located within the purview of the 2020 Upper Santa Ana River Watershed Integrated Regional Urban Water Management Plan (IRUWMP) (USARW, 2021). The Project's consistency with each is discussed below.

Santa Ana Region Basin Plan

The California Porter-Cologne Water Quality Control Act (§ 13000 ("Water Quality") et seq., of the California Water Code), and the Federal Water Pollution Control Act Amendment of 1972 (also referred to as the Clean Water Act (CWA)) require that comprehensive water quality control plans be developed for all waters within the State of California. The Project site is located within the jurisdiction of the Santa Ana RWQCB. Water quality information for the Santa Ana River watershed is contained in the Santa Ana Region Basin Plan (as most recently updated in June 2019). Specifically, the Basin Plan: (a) designates beneficial uses for surface and ground waters; (b) sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the State's anti-degradation policy; and (c) describes implementation programs to protect all waters in the Region. In addition, the Basin Plan incorporates (by reference) all applicable State and Regional Board plans and policies and other pertinent water quality policies and regulations. (RWQCB, 2019)

The CWA requires all states to conduct water quality assessments of their water resources to identify water bodies that do not meet water quality standards. Water bodies that do not meet water quality standards are placed on a list of impaired waters pursuant to the requirements of Section 303(d) of the CWA. The Project site resides within the Santa Ana Watershed and receiving waters for the property's drainage are San Timoteo Creek Reach 3, San Timoteo Creek Reach 2, San Timoteo Creek Reaches 1B and 1A, Santa Ana River Reach 5, Santa Ana River Reach 4, Santa Ana River Reach 3, and Prado Basin Management Zone. Of these receiving waters, San Timoteo Creek Reach 3, San Timoteo Creek Reach 2, San Timoteo Creek Reaches 1B and 1A, and Santa Ana River Reach 4 are impaired by indicator bacteria; Santa Ana River Reach 3 is impaired by copper, indicator bacteria, and lead; and Prado Basin Management Zone is impaired by pH. Santa Ana River Reach 5 is not listed as having any impairments. (Webb, 2023g; Webb, 2023h; Webb, 2023i; Webb, 2023j; Webb, 2023k; Webb, 2023l)

Specific provision of the CWA applicable to the proposed Project is CWA Section 402, which authorizes the National Pollutant Discharge Elimination System (NPDES) permit program that covers point sources of pollution discharging to a water body. The NPDES program also requires operators of construction sites one acre or larger to prepare a Stormwater Pollution Prevention Plan (SWPPP) and obtain authorization to discharge stormwater under an NPDES construction stormwater permit. Provided below is a discussion of the Project's potential to result in water quality impacts during construction and long-term operation is presented below, along with a discussion of the Project's potential to conflict with the Santa Ana Region Basin Plan and the 2020 Upper Santa Ana River Watershed IRUWMP during both construction and long-term operation.

Construction-Related Water Quality

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

Pursuant to the requirements of the Santa Ana RWQCB and the City of Calimesa, the Project Applicant would be required to obtain an NPDES Municipal Stormwater Permit for construction activities. The NPDES permit is required for all projects that include construction activities, such as clearing, grading, and/or excavation that disturb at least one acre of total land area. In addition, the Project would be required to comply with the RWQCB's Basin Plan. Compliance with the NPDES permit and the Basin Plan involves the preparation and implementation of a SWPPP for construction-related activities. The SWPPP is required to specify the Best Management Practices (BMPs) that the Project would be required to implement during construction activities to ensure that all potential pollutants of concern are prevented, minimized, and/or otherwise appropriately treated prior to being discharged from the subject property. Examples of BMPs include:

- Silt fence
- Fiber roll
- Street sweeping and vacuuming
- Stockpile management
- Vehicle and equipment maintenance
- Erosion control mats
- Spray-on applications
- Desilting basin
- Gravel bag berm
- Sandbag barrier
- Spill prevention and control
- Concrete waste management
- Water conservation practices

Mandatory compliance with the SWPPP would ensure that the proposed Project does not violate any water quality standards or waste discharge requirements during construction activities.

Therefore, with mandatory adherence to the future required SWPPP, runoff associated with Project-related construction activities would not conflict with the Santa Ana Region Basin Plan requirements, would not violate any water quality standards or waste discharge requirements, and would not otherwise substantially degrade surface water quality; therefore, impacts would be less than significant.

Operational Water Quality Impacts

As noted above, receiving waters for the property's drainage are San Timoteo Creek Reach 3, San Timoteo Creek Reach 2, San Timoteo Creek Reaches 1B and 1A, Santa Ana River Reach 5, Santa Ana River Reach 4, Santa Ana River Reach 3, and Prado Basin Management Zone. Of these receiving waters, San Timoteo Creek Reach 3, San Timoteo Creek Reach 2, San Timoteo Creek Reaches 1B and 1A, and Santa Ana River Reach 4 are impaired by indicator bacteria; Santa Ana River Reach 3 is impaired by copper, indicator bacteria, and lead; and Prado Basin Management Zone is impaired by pH. Santa Ana River Reach 5 is not listed as having any impairments. (Webb, 2023g; Webb, 2023h; Webb, 2023i; Webb, 2023j; Webb, 2023k; Webb, 2023l)

The Project would entail development of the 110.2-acre Project site with four warehouse buildings, two trailer storage lots, and either up to 223 multi-family dwelling units or a church having a congregation seating capacity of up to 1,200 persons. The Project includes site-specific Development Plan Review (DPR) and Conditional Use Permit (CUP) applications for the four warehouse buildings and two trailer storage lots proposed for the northern 95.6 acres of the Project site; however, no site-specific applications have been filed for the 223 multi-family dwelling units or church use proposed in the southern 11.2 acres of the Project site. Although the southern 11.2 acres of the Project site would be subject to mass grading as part of site development, no drainage

infrastructure is currently proposed or required for the southern 11.2 acres of the Project site because no development is currently proposed in this location. Following mass grading of the Project site, including the southern 11.2 acres, the southern 11.2 acres of the Project site is proposed to be stabilized with hydroseeding. Drainage associated with the southern 11.2 acres would be collected at the top of the slope in the eastern corner of the Project site, and would be conveyed to a storm drain inlet along Calimesa Boulevard that would convey the flows to the culverts beneath Calimesa Boulevard. No water quality treatment is proposed or required during interim conditions for the southern 11.2 acres, as runoff generated in this area would be self-treating. Accordingly, the analysis provided below focuses potential operational water quality impacts associated with the northern 95.6 acres of the Project site based on the Project's DPR and CUP application materials, and provides a separate analysis for the southern 11.2 acres of the Project site for which no site-specific design is currently proposed.

Operational Water Quality Impacts – Northern 95.6 Acres

In order to assess the Project's potential for water quality impacts associated with development of the northern 95.6 acres of the Project site with warehouse and trailer storage uses, Project-specific WQMPs were prepared as part of the Project's Development Plan Review (DPR) and Conditional Use Permit (CUP) applications and are included as *Technical Appendices L1 through L6.*

To meet NPDES requirements, the storm drain system for the northern 95.6 acres of the Project site that are proposed for development warehouse and trailer storage areas has been designed to route runoff to towards a series of catch basins and storm drain lines, which would route flows to underground modular wetland system (MWS) vaults and underground detention systems. The MWS vaults and underground detention systems have been designed to detain runoff and provide water quality treatment, and would reduce pollutants of concern in runoff leaving the Project site, such as bacterial indicators, metals, nutrients, pesticides, toxic organic compounds, sediments, trash/debris, and oil/grease (Webb, 2023g; Webb, 2023h; Webb, 2023i; Webb, 2023j; Webb, 2023k; Webb, 2023l).

In addition, future operations on the Project site would be subject to compliance with Calimesa Municipal Code (CMC) Chapter 16.10, *Stormwater/Urban Runoff Management and Discharge Controls*. CMC Chapter 16.10 is intended to reduce pollutants in stormwater discharges to the maximum extent practicable; regulate illicit connections and discharges to the storm drain system; and regulate non-stormwater discharges to the storm drain system. CMC Chapter 16.10 includes specific requirements related to sediment control during construction activities, and requires new developments to incorporate BMPs to prevent water quality deterioration, requires new developments to identify the manner of implementation, and requires documentation on the effectiveness of BMPs implemented. Additionally, CMC Chapter 16.10 requires all commercial and industrial facilities to be subject to a regular program of inspection as required by Chapter 16.10, California Water Code Section 13000 et seq. (Porter-Cologne Water Quality Control Act), Title 33 U.S.C. Section 1251 et seq. (Clean Water Act), any applicable State or federal regulations promulgated thereto, and any related administrative orders or permits issued in connection therewith. CMC Section 16.10.120 provides for enforcement mechanisms to ensure compliance with all water quality-related provisions of the City's Municipal Code and all applicable State and federal water quality-related laws and regulations, and identifies sanctions for violations of the provisions of CMC Chapter 16.10. Mandatory compliance with the

provisions of CMC Chapter 16.10 would further ensure that operational water quality impacts within the northern 95.6 acres of the Project site would be less than significant.

Additionally, and although not anticipated, any warehouse tenant uses on site that meet the definition of "storm water discharge associated with industrial activity" pursuant to 40 Code of Federal Regulations (CFR) section 122.26(b)(14) would be required to obtain coverage under the State Water Resources Control Board (SWRCB) General Permit for Storm Water Dischargers Associated with Industrial Activities ("Industrial General Permit"). Facilities subject to the Industrial General Permit generally include manufacturing facilities; oil and gas/mining facilities; hazardous waste, treatment, storage, or disposal facilities; landfills, land application sites, and open dumps; recycling facilities; steam electric power generating facilities; transportation facilities (i.e., with vehicle maintenance shops, equipment cleaning operations, or airport deicing operations); and sewage or wastewater treatment works. Although none of these types of uses are anticipated on site, should any such uses be proposed in the future the Industrial General Permit authorizes and regulates discharges of industrial storm water to waters of the United States, so long as those discharges comply with all requirements, provisions, limitations, and prohibitions identified by the Industrial General Permit. Mandatory compliance with the Industrial General Permit, if required, would further ensure that the Project's long-term operational water quality impacts would be less than significant.

Because all runoff generated within the northern 95.6 acres of the Project site would be appropriately treated prior to ultimate discharge into downstream receiving waters, development of the northern 95.6 acres of the Project site with warehouse and trailer storage lot uses would not conflict with the Santa Ana Region Basin Plan, would not violate water quality standards or waste discharge requirements, and would not otherwise substantially degrade surface water quality; therefore, impacts would be less than significant.

Operational Water Quality Impacts – Southern 11.2 Acres

As noted previously, no site-specific applications have been filed for the southern 11.2 acres of the Project site that are proposed for development with either up to 223 multi-family dwelling units or a church. Following mass grading of the Project site, including the southern 11.2 acres, the southern 11.2 acres of the Project site would be stabilized with hydroseeding. Drainage associated with the southern 11.2 acres would be collected at the top of the slope in the eastern corner of the Project site, and would be conveyed to a storm drain inlet along Calimesa Boulevard that would convey the flows to the culverts beneath Calimesa Boulevard. No water quality treatment is proposed or required during interim conditions for the southern 11.2 acres, as runoff generated in this area would be self-treating.

Drainage and water quality infrastructure that ultimately would be installed in the southern 11.2 acres of the Project site following development with church or residential uses would be heavily dependent on the future design for this portion of the Project site. Water quality features that may be constructed on this portion of the Project site could include surface infrastructure, such as water quality basins to detain runoff and provide water quality treatment prior to ultimate discharge from the site, or could include subsurface drainage infrastructure, such as MWS vaults and underground detention systems similar to what is proposed for the northern 95.6 acres of the Project site. Future development on the southern 11.2 acres of the Project site would be subject to compliance with Calimesa Municipal Code Chapter 16.10, which would require the future installation of

drainage infrastructure and water quality BMPs to address pollutants in stormwater discharge; however, the effectiveness of the future drainage and water quality measures cannot be precisely determined in the absence of a site-specific design for the southern 11.2 acres of the Project site. Accordingly, runoff generated on the southern 11.2 acres of the Project site following development with church or residential uses has the potential to adversely affect water quality if appropriate measures (i.e., BMPs) are not included in the future design for this portion of the Project site, and as such development of the southern 11.2 acres of the Project site has the potential to conflict with the Santa Ana Region Basin Plan. This is conservatively concluded to be a potentially significant impact for which mitigation would be required and applicable to future development of the 11.2 acres.

Upper Santa Ana River Watershed Integrated Regional Urban Water Management Plan (IRUWMP)

The 2014 Sustainable Groundwater Management Act (SGMA) requires local public agencies and Groundwater Sustainability Agencies (GSAs) in "high-" and "medium"-priority basins to develop and implement Groundwater Sustainability Plans (GSPs) or Alternatives to GSPs. The California Department of Water Resources (DWR) currently categorizes the San Timoteo Subbasin, which supplies groundwater to the YVWD, as "very low" priority. Further, Section 10720.8(a) of the SGMA exempts adjudicated basins from the SGMA's requirement to prepare a GSP; the Beaumont Groundwater Basin of the San Timoteo Subbasin has been adjudicated (as discussed in subsection 4.10.1.E). Therefore, preparation of a Groundwater Sustainability Plan is not required and the San Timoteo Subbasin is not subject to the requirements of the SGMA. As such, the Project has no potential to conflict with a sustainable groundwater management plan, and no impact would occur.

With respect to groundwater quality, all runoff generated on the northern 95.6 acres of the Project site would be routed to underground MWS vaults and underground detention systems. The MWS vaults and underground detention systems have been designed to detain runoff and provide water quality treatment, and would reduce pollutants of concern in Project runoff prior to discharge from the Project site and ultimate infiltration into the groundwater table in downstream areas. With implementation of the proposed MWS vaults and underground detention systems, long-term operation of the northern 95.6 acres of the Project site would not violate any groundwater quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality. Impacts due to a conflict with the IRUWMP for the northern 95.6 acres of the Project site would be less than significant.

As noted above under the discussion and analysis of the Santa Ana River Basin Plan, no site-specific applications have been filed for the southern 11.2 acres of the Project site that are proposed for development with either up to 223 multi-family dwelling units or a church. Following mass grading of the Project site, including the southern 11.2 acres, the southern 11.2 acres of the Project site would be stabilized with hydroseeding. Drainage associated with the southern 11.2 acres would be collected at the top of the slope in the eastern corner of the Project site, and would be conveyed to a storm drain inlet along Calimesa Boulevard that would convey the flows to the culverts beneath Calimesa Boulevard. No water quality treatment is proposed or required during interim conditions for the southern 11.2 acres, as runoff generated in this area would be self-treating.

Although future development of residential or church uses within the southern 11.2 acres of the Project site would be subject to compliance with Calimesa Municipal Code Chapter 16.10, which would require the future installation of drainage infrastructure and water quality BMPs to address pollutants in stormwater discharge, the effectiveness of the future drainage and water quality measures cannot be precisely determined in the absence of a site-specific design. As a conservative conclusion, runoff generated on the southern 11.2 acres of the Project site has the potential to adversely affect groundwater quality if appropriate measures are not included in the future design for this portion of the Project site. Accordingly, development of the southern 11.2 acres of the Project site has the potential to conflict with the water and groundwater quality provisions of the IRUWMP. This is conservatively concluded as a potentially significant impact for which mitigation would be required.

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

No public water wells were observed on the Project site during field inspections conducted by Waterstone Environmental, Inc. (herein, "Waterstone") as part of the Project's Phase I ESA; however, records indicate that there are potentially three different private water wells historically used for agriculture and domestic water may be present within the southern portions of the Project site. (Waterstone, 2020, p. 22) However, domestic water service for the Project would be supplied by the YVWD, and no groundwater extraction is proposed as part of the Project.

The Project would be served with potable water by the YVWD. Water supplied to the YVWD is obtained from groundwater through local wells, and surface water collected from Birch Creek, Oak Glen Creek, Adams Tunnel and Clark Tunnel. Additionally, the YVWD purchases imported water from the State Water Project (SWP) through the San Bernardino Valley Municipal Water District (SBVMWD) and the San Gorgonio Pass Water Agency (SGPWA) for direct filtration and for recharge of the groundwater basin. (YVWD, n.d.)

As more fully documented in EIR Subsection 4.19, *Utilities and Service Systems*, under the analysis of Threshold b., the YVWD maintains a resilient, robust, and reliable drinking water and recycled water supply for the community, including the proposed Project. In the near term, YVWD will continue to stabilize its demand on the local groundwater basins while continuing to develop recycled water infrastructure, regional conjunctive use programs, and aquifer storage and recovery projects (YVWD, 2022, p. 35). This allows the YVWD to insulate itself from periodic drought by utilizing available surface waters in wetter years and relying more on groundwater in dryer years when surface water is scarce. The YVWD will maximize the use of surface water supplies from the SWP, the San Bernardino Basin Bunker Hill Pressure Zone, Seven Oaks Dam, Mill Creek, and Santa Ana River, which all can be used interchangeably, depending upon local and statewide hydrology, to supplement a stable local groundwater yield. Additionally, the YVWD will incorporate recycled water delivery systems into new developments to provide irrigation demands with recycled water. Recycled water will give the YVWD a drought-proof local source of water of high reliability, which will lessen the dependence on imported sources and increase the reliability of our total supply. Overall, there are sufficient water resources to meet its current and projected growth in demands, including the Project and other projected

development through 2060. Therefore, the Project's water demand would not substantially decrease groundwater supplies, and impacts would be less than significant. (YVWD, 2022, p. 35)

With respect to groundwater recharge, under existing conditions the Project site is vacant and undeveloped and allows for groundwater recharge. With implementation of the proposed Project, runoff generated on the site would be conveyed to the proposed on-site MWS vaults and underground detention systems, where a portion of the runoff would infiltrate into the on-site soils. Runoff that does not infiltrate on site would infiltrate into the groundwater table in downstream areas, such as the San Timoteo Creek. Because runoff from the Project site would either infiltrate into on-site soils or in downstream areas, the Project would not interfere substantially with groundwater recharge, and impacts would be less than significant.

Threshold c: ***Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:***

i) result in substantial erosion or siltation on- or off-site;

ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;

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; or

iv)impede or redirect flood flows?

Potential Water Quality Impacts

Please refer to the analysis provided above under Threshold a. for a discussion of erosion/siltation and water quality. As indicated therein, with implementation of the Project's MWS vaults and underground detention systems, and with implementation of a SWPPP during construction activities, construction- and operational-related impacts to water quality associated with development of the northern 95.6 acres of the Project site, including erosion, siltation, and other forms of polluted runoff, would be less than significant and would not adversely affect water quality, including water quality within the Cienega Canyon Preserve located downstream from the Project site. However, and as discussed under the analysis of Threshold a., no site-specific applications have been filed for the southern 11.2 acres of the Project site that are proposed for development with either up to 223 multi-family dwelling units or a church.

Following mass grading of the Project site, including the southern 11.2 acres, the southern 11.2 acres of the Project site would be stabilized with hydroseeding. Drainage associated with the southern 11.2 acres would be collected at the top of the slope in the eastern corner of the Project site, and would be conveyed to a storm drain inlet along Calimesa Boulevard that would convey the flows to the culverts beneath Calimesa Boulevard in the same manner as occurs under existing conditions. No water quality treatment is proposed or required during interim conditions for the southern 11.2 acres, as runoff generated in this area would be self-treating.

Although future development on this portion of the Project site would be subject to compliance with Calimesa Municipal Code Chapter 16.10, which would require the future installation of drainage infrastructure and water

quality BMPs to address pollutants in stormwater discharge, the effectiveness of the future drainage and water quality measures cannot be precisely determined in the absence of a site-specific design. As a conservative conclusion, runoff generated on the southern 11.2 acres of the Project site has the potential to adversely affect water quality, including due to erosion, if appropriate measures are not included in the future design for this portion of the Project site. This is conservatively concluded to be a potentially significant impact of the Project for which mitigation would be required.

Potential Impacts Due to Increased Runoff

As documented in the Project's hydrology studies (*Technical Appendices M1 through M6*), which were prepared to address site drainage for the northern 95.6 acres of the Project site, the Project's MWS vaults and underground detention systems have been designed to attenuate anticipated increases in runoff that would result from development of impervious surfaces on site (i.e., buildings, parking areas, and drive aisles), such that there would be no increase in peak runoff from the northern 95.6 acres of the Project site as compared to existing conditions. Moreover, the drainage system proposed for the northern 95.6 acres of the Project site has been designed to preclude potential flood hazards on the Project site. Accordingly, with implementation of the Project's proposed MWS vaults and underground detention systems, development within the northern 95.6 acres of the Project site would not substantially increase the rate or amount of surface runoff in a manner which would result in increased flooding on- or offsite, and impacts would be less than significant. As occurs under the existing condition, if the capacity of the culverts under Calimesa Boulevard are exceeded, water flows over Calimesa Boulevard. The existing conditions due to exceedances of culvert capacity would be unaffected by the Project. This condition would not be worsened or exasperated by the Project.

Similarly, because there would be no net increase in peak runoff from the northern 95.6 acres of the Project site as compared to existing conditions, and because downstream drainage facilities (including the existing culvert beneath Calimesa Boulevard and I-10) have been sized the accommodate runoff from the northern 95.6 acres of the Project site under existing conditions, development within the northern 95.6 acres of the Project would not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems, and impacts would therefore be less than significant.

No site-specific applications have been filed for the southern 11.2 acres of the Project site that are planned for development with either up to 223 multi-family dwelling units or a church. Although future development on this portion of the Project site would be subject to compliance with Calimesa Municipal Code Chapter 16.10, which would require the future installation of appropriate drainage infrastructure, it cannot be reasonably determined at this time if the peak rate of runoff from the southern 11.2 acres of the Project site would increase or decrease as compared to existing conditions. In the event that runoff from the southern 11.2 acres of the Project site is not detained or otherwise managed to preclude an increase in peak flows from this portion of the Project site, development of this portion of the Project site has the potential to cause or contribute to flood hazards downstream. Likewise, in the absence of appropriate drainage infrastructure, development within the southern 11.2 acres of the Project site has the potential to exceed the capacity of existing or planned drainage infrastructure, including the existing culvert beneath Calimesa Boulevard and I-10. Impacts due to increased rates of runoff for the southern 11.2 acres of the Project site, which could exceed the capacity of existing or

planned drainage facilities or could result in or contribute to flood hazards downstream, are conservatively concluded to be a potentially significant impact for which mitigation would be required.

Potential Impacts to Flood Flows

According to FEMA FIRM No. 06065C0785G, the Project site is located within Flood Zone X (unshaded), which includes "[a]reas determined to be outside the 0.2% annual chance floodplain" (FEMA, 2008). Accordingly, the Project has no potential to impede or redirect flood flows, and no impact would occur.

Threshold d: ***Would the Project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?***

As indicated under the analysis of Threshold c., According to the FEMA FIRM No. 06065C0785G, the Project site is located within Flood Zone X (unshaded), which includes "[a]reas determined to be outside the 0.2% annual chance floodplain" (FEMA, 2008). Accordingly, the Project has no potential to result in the release of pollutants due to site inundation, and no impact would occur.

The Project site is located more than 50 miles from the Pacific Ocean (Goodle Earth, 2023). Accordingly, the Project has no potential to risk release of pollutants due to Project inundation from tsunamis, and no impact would occur.

A seiche is an underwater wave that oscillates through a body of water which may be triggered by earthquakes or landslides. In general, seiches are small (on the order of a few inches) and are present in larger lakes as a result of the depth, temperature, and contours of the body of water. Due to the lack of an on-site body of water or other bodies of water within close proximity to the site that have the potential to result in site inundation, the potential for the subject site to be impacted by seiches is considered low. The nearest water body capable of producing a seiche is Mystic Lake, located approximately 6.0 miles southwest of the Project site; however, Mystic Lake occurs at an elevation of approximately 1,420 feet above mean sea level (amsl), while the lowest elevation on the Project site is approximately 2,274 feet amsl (Goodle Earth, 2023). Therefore, due to distance and elevation differences between the Project site and the nearest body of water capable of producing a seiche, the Project would not result in site inundation due to seiches, and no impact would occur.

4.10.5 Cumulative Impact Analysis

The cumulative impact analysis considers construction and operation of the proposed Project in conjunction with other development projects in the vicinity of the Project site and resulting from full buildout of the City of Calimesa General Plan and the general plans of local jurisdictions that are located within the Santa Ana River watershed.

As indicated under the analysis of Threshold a. and e., the Project would result in less-than-significant impacts to surface and groundwater quality during construction because the Project Applicant would be required to obtain a NPDES Municipal Stormwater Permit for construction activities. Compliance with the NPDES permit and the WQCP involves the preparation and implementation of a SWPPP for construction-related activities. The SWPPP is required to specify the BMPs that the Project would be required to implement during

construction activities to ensure that all potential pollutants of concern are prevented, minimized, and/or otherwise appropriately treated prior to being discharged from the subject property. Other cumulative developments within the cumulative study area also would be required to comply with the NPDES Municipal Stormwater Permit and would be required to implement BMPs during construction activities to preclude water quality impacts that could impair downstream waters or groundwater. As such, construction-related water quality impacts, as well as impacts due to a conflict with the Basin Plan, would be less-than-cumulatively considerable. With respect to long-term impacts to water quality, the storm drain system proposed for the northern 95.6 acres of the Project site has been designed to route all runoff generated on-site to the proposed MWS vaults and underground detention systems. The MWS vaults and underground detention systems would detain runoff and would provide water quality treatment. A portion of the flows also would infiltrate into on-site soils and would treat site runoff to remove pollutants. Other cumulative developments similarly would be required to incorporate measures to treat water quality pollutants of concern. Accordingly, impacts to water quality associated with development of the northern 95.6 acres of the Project site would be less than significant on a cumulatively-considerable basis. However, no site-specific applications have been filed for the southern 11.2 acres of the Project site that are proposed for development with either up to 223 multi-family dwelling units or a church. Runoff generated on the southern 11.2 acres of the Project site has the potential to adversely affect water quality if appropriate measures (i.e., BMPs) are not included in the future design for this portion of the Project site, and as such development of the southern 11.2 acres of the Project site is conservatively concluded to have the potential to conflict with the Santa Ana Region Basin Plan and IRUWMP. As other cumulative developments also have the potential to result in water quality impacts that could conflict with the Santa Ana Region Basin Plan and IRUWMP, impacts to water quality within the southern 11.2 acres of the Project site are conservatively concluded to have a potentially significant impact on a cumulatively-considerable basis.

As also indicated under the analysis of Threshold a. and e., there is no GSP in effect in the Project area; thus, the Project has no potential to result in cumulatively-considerable impacts due to a conflict with a groundwater management plan. With implementation of the proposed MWS vaults and underground detention systems to treat and detain runoff generated in the northern 95.6 acres of the Project site, long-term operation of the Project's proposed warehouse and trailer storage uses would not violate any groundwater quality standards. As other cumulative developments similarly would be required to incorporate measures to protect groundwater quality, impacts to groundwater quality associated with development of the northern 95.6 acres of the Project site would be less than significant on a cumulatively-considerable basis. However, no site-specific applications have been filed for the southern 11.2 acres of the Project site that are proposed for development with either up to 223 multi-family dwelling units or a church. Runoff generated on the southern 11.2 acres of the Project site has the potential to adversely affect groundwater quality if appropriate measures are not included in the future design for this portion of the Project site. As other cumulative developments within the region also have the potential to result in impacts to water quality, impacts to groundwater quality associated with future long-term operations within the southern 11.2 acres of the Project site conservatively are concluded to have a potentially significant on a cumulatively-considerable basis.

As indicated under the analysis of Threshold b., the Project would be served with potable water from the YVWD, which obtains a portion of its water supply from groundwater sources. Overall, the YVWD has indicated that there are sufficient water resources to meet its current and projected growth in demands,

including the Project and other projected development through 2060. Furthermore, the Project site occurs within the Beaumont Basin Adjudicated Area portion of the San Timoteo Subbasin, which is managed in a manner to ensure that groundwater supplies are not depleted (USARW, 2021, pp. 3-27 through 3-29). Furthermore, the Project's drainage system has been designed to incorporate underground detention systems, which would detain flows on-site prior to discharge, which ultimately would allow for infiltration of site runoff into the groundwater table in downstream areas. Any runoff from the Project site also would infiltrate into the groundwater table in downstream areas, such as the San Timoteo Creek. Accordingly, the Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin, and impacts would be less than significant on a cumulatively-considerable basis.

As indicated under the analysis of Threshold c., the 110.2-acre Project site does not include any mapped floodplains; thus, development of the Project, including development within the southern 11.2 acres of the Project site, would not impede or redirect any flood flows, and impacts would be less than significant on a cumulatively-considerable basis. Proposed development within the northern 95.6 acres of the Project site also would not substantially alter the existing drainage pattern of the Project site or area, and as such development within this portion of the Project site would not result in substantial erosion or siltation, and would not substantially increase the rate or amount of surface runoff in a manner that could cause flooding or that could exceed the capacity of existing downstream drainage facilities. As such, cumulatively-considerable impacts associated with long-term operations on the northern 95.6 acres of the Project site would not occur. However, no site-specific applications have been filed for the southern 11.2 acres of the Project site that are proposed for development with either up to 223 multi-family dwelling units or a church. Although future development on this portion of the Project site would be subject to compliance with Calimesa Municipal Code Chapter 16.10, the effectiveness of the future drainage and water quality measures within this portion of the Project site cannot be determined in the absence of a site-specific design. Thus, long-term operation of the southern 11.2 acres of the Project site is conservatively concluded to have the potential to result in significant impacts to water quality, including erosion, and also could result in an increase in flows that could exceed the capacity of existing or planned drainage infrastructure or that could cause or contribute to flood hazards downstream. As other cumulatively developments similarly have the potential to result in an increase in erosion or flood hazards or could exceed the capacity of existing or proposed drainage systems, cumulatively-considerable impacts associated with long-term operation of the southern 11.2 acres of the Project site conservatively are concluded to be potentially significant prior to mitigation.

As discussed under the analysis of Threshold d., the Project site is not located in an area that is subject to inundation due to floods, tsunamis, or seiches. Accordingly, the Project would not risk release of pollutants due to Project site inundation, and cumulatively-considerable impacts would not occur.

4.10.6 Significance of Impacts Before Mitigation

Thresholds a. and e: Significant Direct and Cumulatively-Considerable Impact. The Project would be required to comply with a Stormwater Pollution Prevention Plan (SWPPP) for construction-related activities, including grading. Best management practices (BMPs) would be implemented as part of the SWPPP to ensure that all potential pollutants of concern are prevented, minimized, and/or otherwise appropriately treated. Under long-

term conditions, the MWS vaults and underground detention systems proposed for the northern 95.6 acres of the Project site would capture all first-flush flows generated on the Project site and provide detention and water quality treatment. Furthermore, although the Project site is tributary to impaired water bodies listed on the CWA Section 303(d) list, the MWS vaults and underground detention systems have been designed to treat the Project's pollutants of concern. As such, development of the proposed warehouse and trailer storage uses within the northern 95.6 acres of the Project site has no potential to cause or contribute to surface water quality impacts downstream. However, no site-specific applications have been filed for the southern 11.2 acres of the Project site that are proposed for development with either up to 223 multi-family dwelling units or a church. Following mass grading of the Project site, including the southern 11.2 acres, the southern 11.2 acres of the Project site would be stabilized with hydroseeding. Drainage associated with the southern 11.2 acres would be collected at the top of the slope in the eastern corner of the Project site, and would be conveyed to a storm drain inlet along Calimesa Boulevard that would convey the flows to the culverts beneath Calimesa Boulevard. No water quality treatment is proposed or required during interim conditions for the southern 11.2 acres, as runoff generated in this area would be self-treating. However, following development of the southern 11.2 acres with either residential or church uses, runoff generated on the southern 11.2 acres of the Project site has the potential to adversely affect water quality if appropriate measures (i.e., BMPs) are not included in the future design for this portion of the Project site, and as such development of the southern 11.2 acres of the Project site has the potential to conflict with the water quality provisions of the Santa Ana Region Basin Plan and/or could result in groundwater quality impacts that could conflict with the groundwater quality provisions IRUWMP. Accordingly, prior to mitigation, development within the southern 11.2 acres of the Project site has the potential to violate any water quality standards or waste discharge requirements or otherwise could substantially degrade surface or groundwater quality, and potentially could conflict with or obstruct implementation of the Santa Ana River Basin Plan and/or the IRUWMP. Thus, while water quality impacts associated with development of the northern 95.6 acres of the Project site would be less than significant, potential water quality and groundwater quality impacts associated with future development of the southern 11.2 acres of the Project site conservatively are evaluated as potentially significant on both a direct and cumulatively-considerable basis.

Threshold b: Less-than-Significant Impact. The Project would be provided potable water by the YVWD, which obtains a portion of its supplies from groundwater resources. The YVWD has determined that there are sufficient water resources to meet its current and projected growth in demands, including the Project and other projected development, through 2060. With respect to groundwater recharge, runoff generated on the site would be conveyed to the proposed on-site MWS vaults and underground detention systems, where a portion of the runoff would infiltrate into the on-site soils. Runoff that does not infiltrate on site would infiltrate into the groundwater table in downstream areas, such as the San Timoteo Creek. Accordingly, the Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin, and impacts would be less than significant.

Threshold c: Direct and Cumulatively-Considerable Impact. The Project site and surrounding areas are not subject to flood hazards. Thus, impacts due to impeding or redirecting flood flows would be less than significant with development of the overall 110.2-acre Project site. For the reasons discussed under the analysis of Thresholds a. and e., impacts to surface and groundwater quality associated with development of

the northern 95.6 acres of the Project site would be less than significant. Based on the drainage system designed for the northern 95.6 acres of the Project site, this portion of the Project site has no potential to increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, and runoff from this portion of the Project site would not create runoff water which would exceed the capacity of existing or planned stormwater drainage systems. Accordingly, development within the northern 95.6 acres of the Project site would not substantially alter the existing drainage pattern of the site or area in a manner which would result in flooding on or off site, exceed the capacity of existing or planned drainage systems, or impede or redirect flood flows, resulting in less-than-significant impacts. Following mass grading of the Project site, including the southern 11.2 acres, the southern 11.2 acres of the Project site would be stabilized with hydroseeding. Drainage associated with the southern 11.2 acres would be collected at the top of the slope in the eastern corner of the Project site, and would be conveyed to a storm drain inlet along Calimesa Boulevard that would convey the flows to the culverts beneath Calimesa Boulevard. No water quality treatment is proposed or required during interim conditions for the southern 11.2 acres, as runoff generated in this area would be self-treating. However, in the absence of a site-specific design for the southern 11.2 acres of the Project site proposed for residential or church uses, it cannot be determined whether future operation of this portion of the Project site with residential or church uses would result in adverse water quality impacts, or if future development on this portion of the Project site would result in an increase in the rate of runoff such that the capacity of existing or planned drainage facilities would be exceeded or such that flood hazards downstream could occur or be exacerbated. Accordingly, impacts to water quality and/or due to increased rates of peak flows associated with the future residential or church uses in the southern 11.2 acres of the Project site conservatively are evaluated as significant impacts for which mitigation would be required.

Threshold d: No Impact. The Project site is not located in an area that is subject to flood hazards, tsunamis, or seiches. Accordingly, the Project would not risk the release of pollutants due to site inundation from floods, tsunamis, or seiches, and no impact would occur.

4.10.7 Regulatory Requirements and Project Features

The following are applicable regulatory requirements and proposed Project design features that reduce hydrology and water quality impacts. These items do not meet CEQA's definition for mitigation because mitigation measures are not to be duplicative of mandatory requirements or repetitive of features the Project Applicant is proposing as part of the Project and is obligated to implement through the Project's entitlement permits and approvals. Applicable regulatory requirements (RRs) and Project features (PFs) are listed below for informational purposes.

RR 4.10-1 The Project Applicant and construction contractors are required to comply with the requirements of a NPDES permit and SWPPP. Compliance with the NPDES permit and the SWPPP require an effective combination of erosion control and sediment control measures (i.e., Best Management Practices) to reduce or eliminate discharges to surface water from storm water and non-stormwater discharges during construction activities.

RR 4.10-2 During construction, Project construction contractors are required to comply with the requirements of the 2022 California Green Building Standards Code (CalGreen, Part 11 of

Title 24, California Code of Regulations) or any subsequent version of the Title 24 in effect at the time of building permit issuance, which requires among other items the installation of low water-use features.

4.10.8 Mitigation Measures

MM 4.10-1 Prior to approval of applications for a Development Plan Review (DPR) for future multi-family residential uses within Planning Area 2 of the Oak Valley North Specific Plan (OVNSP), or prior to approval of applications for a DPR and Conditional Use Permit (CUP) for church uses within OVNSP Planning Area 2, the Project Applicant shall prepare for City of Calimesa review and approval a site-specific hydrology study and Water Quality Management Plan (WQMP). The required hydrology study for Planning Area 2 shall include a description of proposed drainage facilities and shall include a hydraulic analysis to demonstrate that peak flows from the 11.2 acres within OVNSP Planning Area 2 would not increase as compared to existing conditions. The required WQMP shall identify measures to be incorporated into the design for Planning Area 2 to address water quality pollutants of concern, such as bacterial indicators, metals, nutrients, pesticides, toxic organic compounds, sediments, trash/debris, and oil/grease. Measures that may be incorporated to address peak flows and water quality for future development within Planning Area 2 may include, but are not necessarily limited to, the incorporation of water quality basins to detain and treat site runoff, or implementation of a subsurface drainage system that would include underground detention chambers and water quality treatment measures, such as Modular Wetland System (MWS) units. The design of the proposed drainage and water quality features shall comply with all applicable provisions of Chapter 16.10, *Stormwater/Urban Runoff Management and Discharge Controls*, of the City of Calimesa Municipal Code. All drainage and water quality improvements identified by the future-required hydrology study and WQMP shall be in place prior to issuance of occupancy permits for the proposed residential or church uses.

4.10.9 Significance of Impacts After Mitigation

Thresholds a. and e.: Less-than-Significant Impact with Mitigation Incorporated. Implementation of Mitigation Measure MM 4.10-1 would ensure that a site-specific hydrology study and WQMP are prepared in conjunction with future applications for development of residential or church uses within the southern 11.2 acres of the Project site. Mitigation Measure MM 4.10-1 requires that the future hydrology study include a hydraulic analysis that demonstrates that peak runoff from the southern 11.2 acres of the Project site would not increase relative to existing conditions. Mitigation Measure MM 4.10-1 also requires that the future WQMP must demonstrate that appropriate water quality features have been incorporated, such as water quality basins or underground detention chambers with MWS units, to appropriately address water quality pollutants of concern, including bacterial indicators, metals, nutrients, pesticides, toxic organic compounds, sediments, trash/debris, and oil/grease. Mitigation Measure MM 4.10-1 further would ensure that the drainage infrastructure and water quality features identified by the future-required hydrology study and WQMP are implemented prior to issuance of occupancy permits. Implementation of the required mitigation would ensure that potential impacts to surface or groundwater quality and due to a potential conflict with the Basin Plan and/or the water quality provisions of the IRUWMP would be reduced to less-than-significant levels.

Threshold c: Less-than-Significant Impact with Mitigation Incorporated. Implementation of Mitigation Measure MM 4.10-1 would ensure that a site-specific hydrology study and WQMP are prepared in conjunction with future applications for development of residential or church uses within the southern 11.2 acres of the Project site. Mitigation Measure MM 4.10-1 requires that the future hydrology study include a hydraulic analysis that demonstrates that peak runoff from the southern 11.2 acres of the Project site does not increase relative to existing conditions. Mitigation Measure MM 4.10-1 also requires that the future WQMP must demonstrate that appropriate water quality features have been incorporated, such as water quality basins or underground detention chambers with MWS units, to appropriately address water quality pollutants of concern, including bacterial indicators, metals, nutrients, pesticides, toxic organic compounds, sediments, trash/debris, and oil/grease. Mitigation Measure MM 4.10-1 further would ensure that the drainage infrastructure and water quality features identified by the future-required hydrology study and WQMP are implemented prior to issuance of occupancy permits. Accordingly, with implementation of Mitigation Measure MM 4.10-1, future development of the southern 11.2 acres of the Project site would not result in adverse water quality impacts and would not result in an increase in the rate of runoff such that the capacity of existing or planned drainage facilities would be exceeded or such that flood hazards downstream could occur or be exacerbated. With implementation of the required mitigation, Project impacts would be reduced to less-than-significant levels.

4.11 LAND USE AND PLANNING

This Subsection 4.11 discusses the Project's consistency with applicable land use and planning policies adopted by the City of Calimesa and other governing agencies for the purpose of reducing adverse effects on the physical environment. This Subsection also addresses present and future land uses, zoning, and the physical environment arrangement of uses on the land. Information used to support the analysis in this subsection was obtained in part from the City of Calimesa 2014 General Plan (General Plan) (City of Calimesa, 2014). Refer to EIR Section 7.0, *References*, for a complete list of reference sources.

4.11.1 EXISTING CONDITIONS

A. *Existing On-Site and Adjacent Development*

As shown in Figure 2-6, *Aerial Photograph*, in Section 2.0 of this EIR, the Project site is currently vacant and undeveloped, except for the southwestern portion of the site that contains one vacant single-family residence. The Project site was used for agricultural purposes with several residences and farm-related structures since at least 1939. Farm-related structures and residences were demolished by 2009 and the Project site is no longer used for agricultural production.

Development in the immediate vicinity of the Project site is illustrated in Figure 2-3, *Surrounding Land Uses and Development*, of this EIR and are summarized below.

- Northwest: To the immediate northwest of the Project site is vacant land and Calimesa Boulevard. The further northwest is Singleton Road, single-family residences, vacant lots, and schools, which include the Early Learning Academy (approximately 0.1-mile north) and Monty's Montessori Academy (approximately 0.25-mile north).
- Northeast: To the immediate northeast of the Project site is Beckwith Avenue. The further northeast, on the opposite side of Beckwith Avenue, are single-family residences, vacant lots, and open space.
- Southeast: To the immediate southeast of the Project site are vacant lots and a mobile home park (Rancho Calimesa Mobile Home Park). The further southeast is Calimesa Boulevard, vacant lots, and single-family residences.
- Southwest: To the immediate southwest of the Project site is Calimesa Boulevard, a Yucaipa Water District lift station, and vacant lots. The further southwest, on the opposite side of Calimesa Boulevard, is I-10 and vacant lots.

B. *Existing On-Site and Adjacent Land Use Designations*

The prevailing planning document for the Project site and its surrounding area is the City of Calimesa 2014 General Plan (General Plan). As depicted in EIR Figure 2-4, *Existing General Plan Land Use Map*, the General Plan designates the Project site as "Business Park (BP)," "Light Industrial (LI)," and "Residential Low Medium (RLM)." The "BP" land use designation provides for activities such as business/professional offices, light manufacturing, storage, warehousing/distribution, wholesaling, small-scale warehouse retail, service commercial services, and public uses. The BP designation allows a floor area ratio (FAR) of up to 0.50. The

"LI" land use designation accommodates industrial activities such as low-intensity packing, manufacturing, assembly of nonhazardous products and materials, and limited retail sales and services related to or supportive of manufacturing activity and employees. The LI designation allows a floor area ratio (FAR) of up to 0.50. The "RLM" land use designation is characterized by single-family residential development on lots ranging from 6,000 to 10,000 square feet in size. The maximum building intensity allowed in the RLM designation is 4.1 to 7 dwelling units per acre (du/ac) and the maximum population density is 10 to 17 persons per acre. (Calimesa, 2014, p. 2-12, p. 2-16)

Figure 2-4 also depicts the General Plan land use designations for the properties in the vicinity of the Project site. As shown, the properties to the northwest of the Project site are designated as "Regional Commercial (CR)" and RLM; the properties to the northeast are designated as RLM, "Residential Low (RL)," and "Residential Rural (RR)"; the properties to the southeast are designated as RLM and CR; and the properties to the southwest of the Project site, on the opposite side of I-10, are within the Summerwind Ranch Specific Plan Area and are designated "Business Park," "Commercial," "Open Space," "School," "Cottages," and "Villas" (Calimesa, 2014, Figure LU-1).

C. Existing On-Site and Adjacent Zoning Classifications

According to the City of Calimesa GeoViewer, and as depicted in EIR Figure 2-5, *Existing Zoning Districts*, the Project site is zoned Business Park (B-P), Light Industrial (L-I), and Residential Low Medium (R-L-M). The B-P Zone is intended to provide uses such as business and professional offices, light manufacturing, storage, warehousing/distribution, wholesaling, small-scale warehouse retail, service commercial services, public uses, churches, educational facilities, including public or private vocational schools (but excluding day care facilities and preschools), and certain public assembly uses. The L-I Zone is intended to accommodate industrial and other activities such as low-intensity packing, manufacturing, assembly of nonhazardous products and materials, limited retail sales and services related to or supportive of manufacturing activities and employees, churches, educational facilities, including public or private vocational schools (but excluding day care facilities and preschools), and certain public assembly uses. The R-L-M Zone is intended to provide for the development of small-lot single-family detached dwellings. No more than seven dwellings per gross acre are permitted. The minimum lot size for this zone is 6,000 square feet. (Calimesa, 2022)

EIR Figure 2-5 also depicts the zoning classifications for the properties in the vicinity of the Project site. As shown, the properties to the northwest are classified "Regional Commercial (C-R)," R-L-M, and "Residential Low (R-L)"; the properties to the northeast are classified as R-L-M, and R-L; the properties to the southeast are classified as R-L-M; and the properties to the southwest on the opposite side of Interstate 10 (I-10) are classified as "Specific Plan (Summerwind Ranch at Oak Valley)."

4.11.2 Applicable Environmental Regulations

The following is a brief description of the federal, State, and local environmental laws and related regulations related to land use and planning.

A. State Regulations

1. California Planning and Zoning Law

The legal framework in which California cities and counties exercise local planning and land use functions is set forth in the California Planning and Zoning Law, §§ 65000 - 66499.58. Under State of California planning law, each city and county must adopt a comprehensive, long-term general plan. State law gives cities and counties wide latitude in how a jurisdiction may create a general plan, but there are fundamental requirements that must be met. These requirements include the inclusion of seven mandatory elements described in the Government Code, including a section on land use. Each of the elements must contain text and descriptions setting forth objectives, principles, standards, policies, and plan proposals; diagrams and maps that incorporate data and analysis; and mitigation measures. (OPR, n.d.)

2. Subdivision Map Act

The Subdivision Map Act ("Map Act") vests in the cities and counties the power to regulate and control the design and improvement of subdivisions within its boundaries. Each city must adopt an ordinance regulating and controlling subdivisions for which the Map Act requires a tentative and final or parcel map. The authority for a city or county to regulate land use, including subdivisions, flows from the general police power. However, the Map Act sets forth certain mandates that must be followed for subdivision processing. A city can impose conditions on the subdivision process when the Map Act is silent, but it cannot regulate contrary to specific provisions contained in the Map Act. (CEB, 2020, p. 1) The Map Act's primary goals are:

- To encourage orderly community development by providing for the regulation and control of the design and improvement of the subdivision, with a proper consideration of its relation to adjoining areas;
- To ensure that the areas within the subdivision that are dedicated for public purposes will be properly improved by the subdivider so that they will not become an undue burden on the community; and
- To protect the public and individual transferees from fraud and exploitation. (CEB, 2020, p. 1)

The Map Act is applied in conjunction with other state land use laws such as the general plan, specific plans, zoning, CEQA, and the Permit Streamlining Act. The Map Act provides for regulation of land divisions by a city or county and is interpreted and enforced by the city or county. (CEB, 2020, p. 2)

3. Office of Planning and Research (OPR) General Plan Guidelines

Each city and county in California must prepare a comprehensive, long-term general plan to guide its future. To assist local governments in meeting this responsibility, the Governor's Office of Planning and Research (OPR) is required to adopt and periodically revise guidelines for the preparation and content of local general plans pursuant to Government Code § 65040.2. The General Plan Guidelines are advisory, not mandatory. Nevertheless, it is the state's only official document explaining California's legal requirements for general plans. Planners, decision-making bodies, and the public depend upon the General Plan Guidelines for help when preparing local general plans. The courts have periodically referred to the General Plan Guidelines for assistance in determining compliance with planning law. For this reason, the General Plan Guidelines closely

adhere to statute and case law. It also relies upon commonly accepted principles of contemporary planning practice. (OPR, 2017, p. 1)

4. State Aeronautics Act

The State Aeronautics Commission Act of 1947 created the Division of Aeronautics ("Division") and was later amended by statute to read the State Aeronautics Act (Aeronautics Act) in 1961. As a result of this legislation, the Division's first priorities are those mandated by the Aeronautics Act, then Caltrans guidance, then Division guidance as expressed through its Policy Element. As directed by the Aeronautics Act, the Division is a steward and advocate of aviation in California. To that end, its efforts are focused on activities that "protect the public interest in aeronautics and aeronautical progress." (§ 21002) (CA Legislative Info, n.d.)

The Aeronautics Act itself is divided into seven chapters. Relevant to the CEQA topic of Land Use & Planning, Chapter Three includes many of the safety considerations from FAA regulations that help keep airports and the surrounding communities safe and compatible with flight operations. Chapter Four deals with airport and heliport permitting, air navigation facilities, noise guidelines, funding, and importantly, the formation and authority of Airport Land Use Commissions (ALUC). Chapter Five covers the investigations and hearings on matters covered in the Aeronautics Act. Chapter Six introduces airport planning and specifically introduces the intent of the CASP and how it can be used to support California aviation. (CA Legislative Info, n.d.)

5. Senate Bill 375 (SB 375)

SB 375 contains five major components. The first is regional GHG emissions targets: California ARB's Regional Targets Advisory Committee guides the adoption of targets to be met by 2035 for each Metropolitan Planning Organization (MPO) in the state. These targets, which MPOs may propose themselves, are updated every eight years in conjunction with the revision schedule of housing and transportation elements. (CA Legislative Info, n.d.)

Second, MPOs are required to prepare a Sustainable Communities Strategy (SCS) that provides a plan for meeting regional targets. The SCS and the Regional Transportation Plan (RTP) must be consistent with each other, including action items and financing decisions. If the SCS does not meet the regional target, the MPO must produce an Alternative Planning Strategy that details an alternative plan to meet the target. (CA Legislative Info, n.d.)

Third, SB 375 requires that regional housing elements and transportation plans be synchronized on 8-year schedules. In addition, Regional Housing Needs Assessment (RHNA) allocation numbers must conform to the SCS. If local jurisdictions are required to rezone land as a result of changes in the housing element, rezoning must take place within three years. (CA Legislative Info, n.d.)

Fourth, SB 375 provides CEQA streamlining incentives for preferred development types. Certain residential or mixed-use projects qualify if they conform to the SCS. Transit-oriented developments (TODs) also qualify if they (1) are at least 50% residential, (2) meet density requirements, and (3) are within 0.5-mile of a transit stop. The degree of CEQA streamlining is based on the degree of compliance with these development preferences. (CA Legislative Info, n.d.)

Finally, MPOs must use transportation and air emissions modeling techniques consistent with guidelines prepared by the California Transportation Commission (CTC). Regional Transportation Planning Agencies, cities, and counties are encouraged, but not required, to use travel demand models consistent with the CTC guidelines. (CA Legislative Info, n.d.)

6. Senate Bill 330 (Housing Crisis Act of 2019) and Senate Bill 8 (2021)

On October 9, 2019, California Governor Gavin Newsom signed the Housing Crisis Act of 2019 (HCA) into law, commonly known as Senate Bill (SB) 330 (Chapter 654, Statutes of 2019) to respond to the California housing crisis. On September 16, 2021, Gov. Newsom also signed SB 8 (Chapter 161, Statutes of 2021), which is an extension of the HCA. The HCA aims to increase residential unit development, protect existing housing inventory, and expedite permit processing, and applies only to "affected cities" and "affected counties." Under this legislation, municipal and county agencies are restricted in ordinances and policies that can be applied to residential development. For example, State law now prohibits a local agency from disapproving, or conditioning approval in a manner that renders infeasible, a housing development project for very low, low-, or moderate-income households or an emergency shelter unless the local agency makes specified written findings based on a preponderance of the evidence in the record. SB 330 requires a local agency that proposes to disapprove a housing development project that complies with applicable, objective general plan and zoning standards and criteria that were in effect at the time the application was deemed to be complete, or to approve it on the condition that it be developed at a lower density, to base its decision upon written findings supported by substantial evidence on the record that specified conditions exist, and places the burden of proof on the local agency to that effect. (CA Legislative Info, n.d.)

In addition, SB 330 prohibits local jurisdictions from enacting new laws that would have the effect of reducing the legal limit on new housing within their borders, or delay new housing via administrative or other regulatory barriers. Through its expiration in 2030, SB 330 will:

- Prevent local governments from downzoning unless they upzone an equivalent amount elsewhere within their boundaries;
- Suspend the enactment of local downzoning and housing construction moratoriums;
- Require timely processing of housing permits that follow zoning rules;
- Ensure the demolition of housing does not result in a net loss of units;
- Postpone requirements for voter approval of zoning, general plan changes; and
- Require resettlement benefits and first right of refusal in new units or compensation for rehousing for renters who may be displaced.

B. Regional Regulations

1. Southern California Association of Governments (SCAG)

The Southern California Association of Governments (SCAG) is a Joint Powers Authority (JPA) under California State law, established as an association of local governments and agencies that voluntarily convene

as a forum to address regional issues. Under federal law, SCAG is designated as a Metropolitan Planning Organization (MPO) and under State law as a Regional Transportation Planning Agency and a Council of Governments. The SCAG region encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) and 191 cities in an area covering more than 38,000 square miles. SCAG develops long-range regional transportation plans including sustainable communities strategy and growth forecast components, regional transportation improvement programs, regional housing needs allocations and other plans for the region. (SCAG, n.d.)

As an MPO and public agency, SCAG develops transportation and housing strategies that transcend jurisdictional boundaries that affect the quality of life for southern California as a whole. On September 3, 2020, SCAG's Regional Council adopted the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, known as "Connect SoCal". Connect SoCal includes long-range regional transportation plans, regional transportation improvement programs, regional housing needs allocations, and other plans for the region. Connect SoCal also provides objectives for meeting emissions reduction targets set forth by the CARB; these objectives were provided in a direct response to Senate Bill 375 (SB 375), which was enacted to reduce greenhouse gas emissions from automobiles and light trucks through integrated transportation, land use, housing, and environmental planning (SCAG, 2020). Connect SoCal is updated periodically to allow for the consideration and inclusion of new transportation strategies and methods.

Connect SoCal includes a Technical Appendix titled "Goods Movement" that is applicable to the Project because the Project entails a use that is closely associated with, and relies directly on, the goods movement system (e.g., manufacturing, construction, retail trade, wholesale trade and transportation, and warehousing). In April 2018 SCAG published *Industrial Warehousing in the SCAG Region*. According to the document, the SCAG region is a vibrant hub for international and domestic trade because of its large transportation base and extensive multimodal transportation system. The SCAG region's freight transportation system includes warehouses and distribution centers; the Ports of Los Angeles, Long Beach, and Hueneme; airports; rail intermodal terminals; rail lines, and local streets, State highways and interstates. Together the system enables the movement of goods from source to market, facilitating uninterrupted global commerce. The region is home to approximately 34,000 warehouses with 1.17 billion square feet (s.f.) of warehouse building space, and undeveloped land that could accommodate an additional 338 million s.f. of new warehouse building space. These regions attract robust logistics activities, and are a major reason the region is a critical mode in the global supply chain. (SCAG, 2018, p. ES-1)

2. South Coast Air Quality Management District Air Quality Management Plan (SCAQMD AQMP)

California Health & Safety Code § 40702 et seq., the California Clean Air Act (CCAA), requires that an Air Quality Management Plan (AQMP) be developed and then updated every three years for air basins with non-attainment status. Each version of the plan is an update of the previous plan and has a 20-year horizon with a revised baseline. The most recent AQMP was adopted by the AQMD Governing Board on December 2, 2022 ("2022 AQMP"). The 2022 AQMP incorporates the latest scientific and technological information and planning assumptions, including Connect SoCal, which was in effect at the time the 2022 AQMP was adopted, as well as updated emission inventory methodologies for various source categories. (SCAQMD, 2022) As

discussed in EIR Section 4.3, *Air Quality*, the Project site is located in the South Coast Air Basin (SCAB). The SCAB is within the jurisdiction of the South Coast Air Quality Management District (SCAQMD), the agency charged with bringing air quality in the SCAB into conformity with federal and State air quality standards. Air quality within the SCAB is regulated by the SCAQMD and standards for air quality are documented in the SCAQMD's 2022 AQMP. Although air quality in the SCAB has improved over the past several decades, according to the SCAQMD, the SCAB currently does not meet National Ambient Air Quality Standards (NAAQS) attainment status for ozone (O_3) and particulate matter less than 2.5 microns ($PM_{2.5}$). The SCAB currently is considered non-attainment under the California Ambient Air Quality Standards (CAAQS) due to levels of ozone (O_3), $PM_{2.5}$, and particulate matter less than 10 microns (PM_{10}).

The SCAQMD AQMP is a plan for the regional improvement of air quality. Projects such as the proposed Project relate to the air quality planning process through the growth forecasts that were used as inputs into the regional transportation model. If a proposed project is consistent with these growth forecasts, and if all available emissions reduction strategies are implemented as effectively as possible on a project-specific basis, then the project is consistent with the AQMP. Refer to EIR Subsection 4.3, *Air Quality*, for additional discussion of the 2022 AQMP and the Project's consistency therewith.

3. Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP)

The Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) is a comprehensive habitat conservation/planning program for Western Riverside County. The intent of the MSHCP is to preserve native vegetation and meet the habitat needs of multiple species, rather than focusing preservation efforts on one species at a time. The MSHCP provides coverage (including take authorization for listed species) for special-status plant and animal species, as well as mitigation for impacts to special-status species and associated native habitats.

Through agreements with the U.S. Fish and Wildlife Service (USFWS) and CDFW, the MSHCP designates 146 special-status animal and plant species as Covered Species, of which the majority have no project-specific survey/conservation requirements. The MSHCP provides mitigation for project-specific impacts to these species for projects that are compliant/consistent with MSHCP requirements, such that the impacts are reduced to below a level of significance pursuant to CEQA.

The Covered Species that are not yet adequately conserved have additional requirements in order for these species to ultimately be considered 'adequately conserved'. A number of these species have survey requirements based on a project's occurrence within a designated MSHCP survey area and/or based on the presence of suitable habitat. These include Narrow Endemic Plant Species (MSHCP Volume I, Section 6.1.3), as identified by the Narrow Endemic Plant Species Survey Areas (NEPSSA); Criteria Area Plant Species (MSHCP Volume I, Section 6.3.2) identified by the Criteria Area Plant Species Survey Areas (CAPSSA); animal species (burrowing owl, mammals, amphibians) identified by survey areas (MSHCP Volume I, Section 6.3.2); and species associated with riparian/riverine areas and vernal pool habitats, including least Bell's vireo, southwestern willow flycatcher, western yellow-billed cuckoo, and three species of listed fairy shrimp (MSHCP Volume I, Section 6.1.2). An additional 28 species (MSHCP Volume I, Table 9.3) not yet adequately

conserved have species-specific objectives in order for the species to become adequately conserved. However, these species do not have project-specific survey requirements.

The goal of the MSHCP is to have a total Conservation Area in excess of 500,000 acres, including approximately 347,000 acres on existing Public/Quasi-Public (PQP) Lands, and approximately 153,000 acres of Additional Reserve Lands targeted within the MSHCP Criteria Area. The MSHCP is divided into 16 separate Area Plans, each with its own conservation goals and objectives. Within each Area Plan, the Criteria Area is divided into Subunits, and further divided into Criteria Cells and Cell Groups (a group of criteria cells). Each Cell Group and ungrouped independent Cell has designated "criteria" for the purpose of targeting additional conservation lands for acquisition. Projects located within the Criteria Area are subject to the Habitat Evaluation and Acquisition Negotiation Strategy (HANS) process to determine if lands are targeted for inclusion in the MSHCP Reserve. In addition, all projects located within the Criteria Area are subject to the Joint Project Review (JPR) process, where the project is reviewed by the Regional Conservation Authority (RCA) to determine overall compliance/consistency with the biological requirements of the MSHCP.

The Project site is located within the Western Riverside County MSHCP. The Project site is not located within any MSHCP Criteria Cells or Cell Groups, indicating that the Project site is not targeted for conservation under the MSHCP. In addition to conservation criteria within areas designated to be included within the MSHCP Reserve System, the MSHCP also identifies a number of additional survey and conservation requirements that apply to the Project area. The Project site is not located within an MSHCP Survey area for amphibians or mammals, although a majority of the Project site occurs within an MSHCP burrowing owl survey area. The Project site is located within a narrow endemic plant species survey area (NEPSSA) for the Marvin's onion and many-stemmed dudleya. The Project site is not within a criteria species survey area. (RCA, 2022) Refer to EIR Subsection 4.4, *Biological Resources*, for a more thorough discussion of the MSHCP and the Project site's relationship thereto.

C. *Local Regulations*

1. *City of Calimesa 2014 General Plan*

The City of Calimesa 2014 General Plan (General Plan) is a policy document that reflects the City's vision for the future. The General Plan is organized into 10 elements including Land Use; Transportation and Mobility; Infrastructure and Public Services; Housing Element, Resource Management; Open Space, Parks, and Recreation; Safety; Noise; Air Quality; and Sustainability. Each General Plan Element is instrumental to achieving the City's long-term development goals. Each element contains a series of policies that guide the course of action the City must take to achieve the City's vision for future development. Provided below is a summary of each General Plan Element

- **Land Use Element.** The Land Use Element establishes the pattern of activity for the community and provides the central framework for the General Plan by serving as a compass to guide planners, the development community, the general public, and decision-makers on the desired pattern of development in Calimesa. Additionally, the Land Use Element defines areas of the City for housing, business, industry, open space, recreation, education, and other public services and describes future

land use activity. Text, maps, and diagrams establish the blueprint for future land uses within the City and describe how these uses are integrated with the other General Plan element and policies.

- **Transportation and Mobility.** The Transportation and Mobility Element, establishes goals, policies, and actions designed to guide the entire circulation system, which includes the roadway network, transit facilities and services, bicycle, equestrian, and pedestrian facilities, and truck routes. This element also addresses transportation management strategies to complement the functionality of the transportation and mobility network. The text and maps are a basis for the development of the City's network.
- **Infrastructure and Public Services.** The Infrastructure and Public Services Element addresses a variety of systems - both physical and personal – that are essential for modern life. These systems provide many of the basic necessities upon which residents and businesses in Calimesa rely:
    - Water Service
    - Sewer Service
    - Solid Waste Disposal
    - Storm Drainage
    - Utilities
    - Public Services (Police and Fire Protection)
    - Schools
- **Housing Element.** Environmental review for the Project began in December 2022. During this time the adopted Housing Element for the General Plan analyzed the planning period beginning October 15, 2013, and ending October 15, 2021. At the time this EIR was prepared, the updated Housing Element, which analyzed a planning period beginning in 2021 and ending in 2029, was under review by the California Department of Housing and Community Development (HCD). Thus, the adopted Housing Element was used to prepare this EIR. Housing is one of the seven State-mandated topics which must be addressed in the General Plan. It is the only element that is statutorily required to be updated and certified by the HCD. The Housing Element identifies and analyzes the City's housing needs and includes detailed outline and work program of the City's goals, priorities, and quantified objectives to develop housing. The Housing Element also addresses the maintenance and expansion of the housing supply to accommodate households currently living and expected to live in Calimesa in the housing cycle.
- **Resource Management.** The Resource Management Element provides for the conservation, development, management, and use of natural resources, including water, wildlife, scenic, and other natural resources. Text identifies goals and policies that are meant to balance the City's actions regarding land use, circulation, and other issues with their potential effects on resource conservation.
- **Open Space, Parks, and Recreation.** The Open Space, Parks, and Recreation Element addresses the City's goals and policies related to these issues and the actions the City will take to ensure that residents' needs and desires for parks, recreation, and open space are recognized and addressed as the development of the city continues. The City's open space potential is significant and identifies the need

to maintain existing open space and natural recreational areas, as well as to create additional areas for the enjoyment of residents and the protection of the environment. The goals, policies, and actions of this Open Space, Parks, and Recreation Element are intended to achieve the City's vision of open spaces that are accessible to all members of the community. This chapter establishes a policy framework and action program for the improvement, expansion, and maintenance of the city's open space and recreation lands.

- **Safety.** The Safety Element seeks to recognize and remedy both present and anticipated concerns about the ongoing well-being of city residents, employees, and visitors. The goals, policies, and actions identify viable solutions to minimize the potential risk of death, injuries, property damage, and economic hardship and social displacement resulting from fires, floods, earthquakes, landslides, and other hazards. Additionally, this chapter addresses safety and hazards related to the potential release of hazardous materials into the community and general issues related to police and fire protection services.
- **Noise.** The Noise Element attempts to separate sound from noise. Managing noise is both a quality-of-life issue and an important means of encouraging commerce. If noise standards are too stringent, businesses may have a difficult time locating and operating, and mitigation from traffic noise or other sources may make it difficult to build new homes. If the noise standards are too lenient, the quality of life in the community may suffer.
- **Air Quality.** The Air Quality Element focuses on strategies to improve local air quality and contribute to the attainment of regional, State, and federal air quality standards. Air quality affects human health, the natural and built environments, the production and quality of agricultural crops, and the earth's climate. It is a major factor in defining the quality of life.
- **Sustainability.** "Sustainability" is the term used to show how the City of Calimesa will balance the various interests and needs of existing and future residents. Sustainability planning involves applying well-known principles of good design and taking a holistic view of development—considering how new development affects a broad range of topics, from land use to energy to air quality to health and more.

2. City of Calimesa Title 18 (Zoning Ordinance)

The City of Calimesa's zoning standards are codified in Title 18, *Zoning, Land Use and Development Regulations*, of the City of Calimesa Municipal Code. The purpose of the zoning code is to serve the public health, safety, and welfare of the City by establishing zone districts within the boundaries of the City regulating land uses and imposing development standards. Title 18 of the Municipal Code regulates subdivisions pursuant to the Subdivision Map Act. All land divisions throughout the City of Calimesa are subject to all of the applicable provisions of the Subdivision Map Act and Title 18 of the City's Municipal Code. The established zoning districts were designed to obtain the economic and social advantages resulting from the planned use of land, as referred to in the land use element of the General Plan and Title 18. Title 18 also identifies the necessary improvements associated with the division of land, and includes standards relating to signage; fences, walls, and screening; regulations for hillside development; landscaping requirements and water conservation; tree preservation; and outdoor lighting, among other standards and requirements. Title 18 also establishes

standards for park development and recreational facilities and in-lieu fees, and also incorporates to Western Riverside County Transportation Uniform Mitigation Fee Program (TUMF). (City of Calimesa, 2022)

4.11.3 Basis for Determining Significance

Section XI of Appendix G to the CEQA Guidelines addresses typical adverse effects to land use and planning resources, and includes the following threshold questions to evaluate the Project's impacts on land use and planning resources:

a. *Physically divide an established community;*

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?*

4.11.4 Impact Analysis

Threshold a: Would the Project physically divide an established community?

Currently, the 110.2-gross acre (106.9 net acre) Project site is vacant and undeveloped, except for a portion of the southwest portion of the site that contains one vacant single-family residence. The Project Applicant proposes to develop the Project site with light industrial uses and high-density residential uses or church uses. There are existing single-family residences and residential neighborhoods generally located north, east, and south of the Project site. The Project site does not serve as a connection to the existing surrounding single-family residences or residential neighborhoods. Additionally, a multi-use trail is proposed adjacent to the south side of Beckwith Avenue along the Project site's frontage with this roadway, and sidewalks would be constructed as part of the Project along the Project's frontage with Calimesa Boulevard. The proposed multi-use trail and sidewalks would ensure that public access is maintained between the existing residential communities that are located near the Project site, thereby ensuring that the Project would not physically divide these established communities. Generally speaking, the proposed Project uses are not materially different than the uses currently permitted on the Project site, which includes industrial and residential uses. Therefore, impacts due to the physical division of an established community would be less than significant.

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

The EIR analyzes the physical environmental effects associated with all components of the Project, including Project construction and operation. Governmental approvals requested from the City of Calimesa include a General Plan Amendment (GPA) No. 22-03, Change of Zone (ZC) No. 22-01, Tentative Parcel Map (TPM) No. 38589, Development Plan Review (DPR) 22-05/Conditional Use Permit (CUP) 22-02 (Building 1), DPR 22-06/CUP 22-03 (Building 2), DPR 22-07/CUP 22-04 (Building 3), DPR 22-08/CUP 22-06 (Building 4), DPR 22-09 (Trailer Storage Lot 1), DPR 22-010 (Trailer Storage Lot 2), and Adoption of the Oak Valley North Specific Plan (OVNSP).

The proposed Project has the potential to conflict with the City of Calimesa General Plan, the City's Zoning Code, SCAG's Connect SoCal, and Senate Bill 330, but ultimately it would not. A discussion of the Project's consistency with the General Plan, Zoning Code, Connect SoCal, and SB 330 is presented below. Additionally, the Project's consistency with the SCAQMD AQMP is addressed under EIR Subsection 4.3, *Air Quality*. Similarly, the Project's consistency with the Western Riverside County MSHCP is addressed in EIR Subsection 4.4, *Biological Resources*. As discussed in Subsection 4.3, *Air Quality*, although the Project would conflict with the 2022 SCAQMD AQMP, mitigation measures have been identified to reduce the Project's impacts due to air quality emissions to the maximum feasible extent. In addition, this impact already is disclosed as significant and unavoidable in EIR Subsection 4.3, and there would be no additional impacts due to a conflict with the AQMP beyond what is already evaluated and disclosed in Subsection 4.3. As indicated in EIR Subsection 4.4, the Project would not conflict with the MSHCP with the implementation of mitigation measures; thus, impacts due to a conflict with the MSHCP would be less than significant. The Project's consistency with the SCAQMD AQMP and MSHCP is not further discussed below.

A. Project Consistency with the City of Calimesa General Plan

1. Project Consistency with General Plan Land Use Designations

As previously discussed, the Project site is designated by the Calimesa General Plan for BP, LI and RLM land uses. GPA No. 22-03 is a proposal to amend the City's General Plan Land Use map to modify the land use designations for 108.2 acres of the Project site from BP, LI and RLM to BP land uses on 95.6 acres and Residential High Density (RH) land uses on 11.2 acres, with approximately 3.4 acres of roadway right-of-way (ROW) dedications. With the approval of GPA No. 22-03, any future development plans and entitlement applications (tract maps, site plans, and other similar entitlements) would be required to comply with the OVNSP and substantially conform to the standards and guidelines set forth in the other sections of the OVNSP as well as any other applicable City of Calimesa regulations. With approval of GPA No. 22-03, the Project would be fully consistent with the General Plan land use designations for the 110.2-acre property. Moreover, impacts associated with the proposed land uses have been evaluated throughout this EIR. Where significant impacts are identified, mitigation measures are identified to reduce impacts to the maximum feasible extent. Based on the foregoing analysis, the proposed Project would not result in a significant environmental impact due to a conflict with any land use plan adopted for the purpose of avoiding or mitigating an environmental effect, and impacts would be less than significant. Further, as stated above, the proposed uses are not materially different from the uses already permitted on the Project site, as a general matter.

2. Project Consistency with the City of Calimesa General Plan Policies

A General Plan Policies Consistency Analysis was prepared for the proposed Project in order to demonstrate the Project's consistency with applicable General Plan Policies, and is included in Table 4.11-1, *General Plan Applicability Analysis*. The Project would not conflict with any of the applicable General Plan policies adopted for the purpose of avoiding or reducing significant environmental effects. Accordingly, impacts due to a conflict with applicable General Plan policies would be less than significant.

Table 4.11-1 General Plan Applicability Analysis

General Plan Policy	Project Consistency Discussion
Land Use	
Policy LU-14: Discourage land use conflicts and incompatibilities by providing buffers to include, but not limited to, landscaping, setbacks, walls/fencing, site design, architectural features, density/intensity/operation reduction, or shielding of lighting between incompatible land uses and new development.	**Consistent.** The Specific Plan will include development standards and an open space buffer overlay intended to discourage land use conflicts and incompatibilities with existing surrounding land uses as well as between varying development types within the Specific Plan boundary. As shown in Figure 3-15, *Master Site Plan* of this EIR, the Project's warehouses are proposed along Calimesa Boulevard. Therefore, the implementation of the Project would not conflict with this policy.
Policy LU-18: New development should be contiguous or close to existing development and in locations where infrastructure, public facilities, and services are available when needed.	**Consistent:** The Specific Plan is adjacent or near existing infrastructure, public facilities, and services necessary to serve the proposed development. Therefore, the implementation of the Project would not conflict with this policy.
Policy LU-19: Locate commercial and industrial development in areas where street rights-of-way and capacity are available, as well as sufficient infrastructure and public services.	**Consistent.** The business park development proposed for the Specific Plan is adjacent to existing street rights-of-way that will ultimately have sufficient infrastructure capacity to serve the proposed development, subject to certain identified improvements being completed in association with the Project. Therefore, the implementation of the Project would not conflict with this policy.
Policy LU-21: Proposed zone changes and general plan amendments shall respect the logical extension of land uses.	**Consistent.** As represented in Chapters 3 and 5 of the Specific Plan, the Specific Plan proposes business park in proposed PA 1 and residential or church land uses within proposed PA 2 consistent with existing or proposed uses adjacent to and in the general vicinity of the subject site. Therefore, the implementation of the Project would not conflict with this policy.
Policy LU-22: Encourage the development of commercial and industrial centers to expand the employment and fiscal base of Calimesa.	**Consistent.** The Specific Plan provides opportunities for new or the expansion of existing business park businesses that will result in employment opportunities and expansion of the City's fiscal base. Therefore, the implementation of the Project would not conflict with this policy.
Transportation and Mobility	
Policy TM-1: Provide for roadways in accordance with the Circulation Plan.	**Consistent.** The Specific Plan will provide certain road improvements to the abutting streets (Calimesa Boulevard and Beckwith Avenue) that will meet, if not exceed, the City's Circulation Plan requirements. Therefore, the implementation of the Project would not conflict with this policy.
Policy TM-3: Strive to construct streets in accordance with the City's standard street classification.	**Consistent.** The Specific Plan will provide certain road improvements to abutting streets (Calimesa Boulevard and Beckwith Avenue) in accordance with the City's standard street classification requirements. Therefore, the

Table 4.11-1 General Plan Applicability Analysis

General Plan Policy	Project Consistency Discussion
	implementation of the Project would not conflict with this policy.
Policy TM-4: Maintain and rehabilitate roadways to preserve and improve the quality of city streets and throughfares that promote access and mobility between residential neighborhoods, employment centers, shopping, and health services.	**Consistent.** The Specific Plan will provide certain road improvements to the abutting streets (Calimesa Boulevard and Beckwith Avenue) that will preserve and improve the quality of these streets in proximity to the site. Therefore, the implementation of the Project would not conflict with this policy.
Policy TM-5: Design each roadway with sufficient width to accommodate projected traffic at acceptable service levels, based on the intensity of planned land uses.	**Consistent.** The Specific Plan will provide certain road improvements to the abutting streets (Calimesa Boulevard and Beckwith Avenue) that will meet, if not exceed, the City's Circulation Plan requirements, as well as be developed in accordance with the City's standard street classification requirements. Therefore, the implementation of the Project would not conflict with this policy.
Policy TM-6: Access points must be located a sufficient distance away from major intersections to allow for safe, efficient operation.	**Consistent.** Access points for the proposed future development will be designed to meet all applicable City of Calimesa standards and requirements, including being located a sufficient distance from major intersections. Therefore, the implementation of the Project would not conflict with this policy.
Policy TM-9: The City will include the public in all aspects of transportation planning and its development process.	**Consistent.** The City of Calimesa's review process for considering the Specific Plan and future development within the project area includes opportunity for public review and comment.
Policy TM-11: Reduce vehicle trips through design and changes in operation.	**Consistent.** The Specific Plan will improve job/housing balance by providing an employment opportunity in proximity to existing and proposed residential development. This will allow residents to work locally, rather than commuting outside of the Calimesa area. Job/housing balance will help reduce vehicle trips and miles of travel. Therefore, the implementation of the Project would not conflict with this policy.
Infrastructure and Public Services	
Policy IPS-1: The City will work with water providers and developers to ensure that water supply and delivery systems are capable of meeting normal and emergency needs.	**Consistent.** As described in Chapter 4, Infrastructure Plan, of the Specific Plan and Subsection 4.19, *Utilities & Service Systems*, of this EIR, the water supply system will have sufficient capacity to meet normal and emergency water needs. Therefore, the implementation of the Project would not conflict with this policy.
Policy IPS-2: Groundwater supplies should be protected from septic system contamination. The City will encourage existing development to connect to the public sewer system.	**Consistent.** Development within the Specific Plan will connect to the public sewer system, protecting groundwater supplies from septic system contamination. Therefore, the implementation of the Project would not conflict with this policy.

Table 4.11-1 General Plan Applicability Analysis

General Plan Policy	Project Consistency Discussion
Policy IPS-13: The City supports and will encourage efforts to create a fire-safe built and natural environment, consistent where appropriate with efforts to maintain the natural habitat of Calimesa	**Consistent.** Development within the Specific Plan will be constructed in compliance with the City's fire code, which adopts the 2019 Edition of the California Fire Code. The Specific Plan area is not designated as an open space area nor is the area designated as a conservation area. As such, the development of the Specific Plan area would not result in significant changes to the City's natural habitat. Therefore, the implementation of the Project would not conflict with this policy.
Policy IPS-14: Fire management plans shall be required for all new development in area subject to wildfire.	**Consistent.** Development within the Specific Plan will include wildfire management plans to minimize risk from wildfires. Therefore, the implementation of the Project would not conflict with this policy.
Housing	
Policy H-1.4: Participate in state and federal housing programs designed to improve and increase the City's housing stock.	**Consistent.** The Specific Plan proposes the future development of up to 223 high-density multi-family residential housing units within proposed PA 2, which will improve and increase the City's housing stock.
Policy H-3: Encourage a variety of housing types and densities, each appropriately located with reference to topography, traffic circulation, community facilities, and aesthetic considerations.	**Consistent.** The Specific Plan proposes future development of up to 223 high-density multi-family residential units within proposed PA 2. This housing type is complimentary to the various existing and proposed housing densities in proximity to the project site. The Specific Plan takes into consideration the current environment, including potential impacts to traffic and community facilities, as well as aesthetics that provide for an overall project design that is complimentary to the area.
Policy H-3.2: Encourage development of a variety of housing types affordable to households at all economic levels, including townhouses, apartment, single-family dwellings, and manufactured homes.	**Consistent.** The Specific Plan proposes the development of up to 223 high-density multi-family residential apartment homes in proposed PA 2 that may include workforce/affordable housing units.
Resource Management	
Policy RM-1: Development shall be prohibited in areas containing sensitive biological resources and habitats, cultural resources, groundwater recharge areas, or prominent ridgelines, unless adequate protection and/or mitigation is provided.	**Consistent.** The Specific Plan area does not include any habitats, cultural resources, groundwater recharge areas, or prominent ridgelines. As discussed in EIR Subsection 4.4, *Biological Resources*, the Project site has suitable habitat for fairy shrimp. The Project includes mitigation measures (MM 4.4-3) to ensure impacts to fairy shrimp are reduced to less than significant levels. Therefore, the implementation of the Project would not conflict with this policy.
Policy RM-4: Require the practice of proper soil management techniques to reduce erosion, sedimentation, and other soil-related problems.	**Consistent.** Development within the Specific Plan will implement all soil management techniques necessary to minimize erosion, sedimentation, or any other soil-related issues during site grading activities. Therefore, the implementation of the Project would not conflict with this policy.

Table 4.11-1 General Plan Applicability Analysis

General Plan Policy	Project Consistency Discussion
Policy RM-14: Encourage the planting of native tree species and drought-tolerant vegetation. Allow new development to remove only the minimum natural vegetation and require the revegetation of graded areas with native plant species.	**Consistent.** The Specific Plan provides for future landscaping improvements to include the planting of drought-tolerant vegetation, as well as the use of native plant species whenever possible and appropriate to do so.
Policy RM-16: Identify, protect, and preserve the historical and cultural resources of the City.	**Consistent.** The EIR has been prepared to assess and, if appropriate, mitigate project impacts upon historic, archaeological, and paleontological resources with the specific plan boundary.
Safety	
Policy SAF-1: Discourage development near areas susceptible of potential seismic or geological hazards.	**Consistent.** A geological reconnaissance has been conducted for the property. That study revealed that there are no active or inactive faults crossing the property and that the property is suitable for development. Refer to EIR Subsection 4.7, *Geology and Soils*, a full discussion of the results of the Project-specific geotechnical reconnaissance.
Policy SAF-7: Land uses involved in the production, storage, transportation, handling, or disposal of hazardous materials shall be located a safe distance from land uses that may be adversely impacted by such activities.	**Consistent.** Development within the Specific Plan shall comply with regulations and guidelines relating to hazardous material exposure/contamination. Refer to EIR Subsection 4.9, *Hazards and Hazardous Materials*, for a full discussion of the Project's impacts related to hazardous materials.
Noise	
Policy N-1: Future development that could increase ambient noise levels shall be required to mitigate the anticipated noise increase to the extent possible.	**Consistent.** Development and operations within the Specific Plan project boundary will be required to implement all noise mitigation provisions established in EIR Subsection 4.13, *Noise*.
Policy N-4: Encourage noise-tolerant land uses such as commercial or industrial development to locate in areas already committed to land uses that are noise producing.	**Consistent.** The subject site includes properties zoned business park. Additionally, properties to the west, across Interstate 10, are also designated for business park and commercial development. Development and operations within the Specific Plan project boundary will be required to implement all noise mitigation provisions established in EIR Subsection 4.13, *Noise*.
Policy N-18: The City encourages good acoustical design in new construction.	**Consistent.** Development and operations within the Specific Plan project boundary shall implement all noise mitigation provisions established in EIR Subsection 4.13, *Noise*.
Policy N-19: Natural buffers, setbacks, or other noise attenuation shall be established between freeways and urban arterial roadways and adjoining noise-sensitive areas.	**Consistent.** The Specific Plan proposes to utilize buffers, landscaping, and walls for noise-attenuation between non-residential and sensitive receptor land uses. Though these improvements are intended to reduce noise levels between the Specific Plan and surrounding residential uses, it may also help attenuate noise generated from neighboring Interstate 10.
Policy N-27: Ensure compatibility between industrial and commercial development and adjacent land uses. To achieve compatibility, industrial and commercial development projects may be required to include noise mitigation	**Consistent.** The Specific Plan proposes to utilize buffers, landscaping, walls, and building orientation for noise-attenuation between non-residential and sensitive receptor land uses. As shown in Figure 3-13, *Master Site Plan*, the

Table 4.11-1 General Plan Applicability Analysis

General Plan Policy	Project Consistency Discussion
measures to avoid or minimize project impacts on adjacent uses.	Project's business park buildings are proposed along Calimesa Boulevard.
Policy N-28: Require that loading docks/delivery areas of commercial or industrial land uses and similar noise sources be designed to minimize potential noise impacts on adjacent noise-sensitive land uses.	**Consistent.** The Specific Plan includes development standards that limit the establishment of loading docks/delivery areas in proximity to sensitive receptor land uses. As described in EIR Section 3.0, *Project Description*, Building 1 would have 37 loading dock bays positioned on the southeast-facing side of the building facing interior to the site, Building 2 would have 37 loading dock bays positioned on the northwest-facing side of the building and 37 loading dock bays positioned on the southeast-facing side of the building facing interior to the site, Building 3 would have 50 loading dock bays positioned on the north-facing side of the building and 43 loading dock bays positioned on the south-facing side of the building, and Building 4 would have 50 loading dock bays on the northeast-facing building facing interior to the site.
Policy N-31: Ensure that construction activities are regulated to establish hours of operation in order to prevent and/or mitigate the generation of excessive or adverse noise impacts on surrounding areas.	**Consistent.** Construction activities associated with the Specific Plan will be required to comply with all applicable City of Calimesa noise standards and any mitigation measures set forth in EIR Subsection 4.13, *Noise*.
Policy N-32: Require that all construction equipment be kept properly tuned and use noise reduction features (e.g., mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer.	**Consistent.** Construction activities within the Specific Plan will be required to comply with all applicable City of Calimesa noise standards and any mitigation measures set forth in EIR Subsection 4.13, *Noise*.
Air Quality	
Policy AQ-12: Encourage use of drought-resistant vegetation in new development projects.	**Consistent.** The landscape plan provided for the Specific Plan includes drought tolerant plants. Irrigation will be moisture sensitive to limit irrigation during times of heavy rain.
Policy AQ-16: Reduce fugitive dust emissions from construction activities.	**Consistent.** Development in the Oak Valley North Specific Plan will comply with the policies outlined in the City of Calimesa General Plan, including the implementation of fugitive dust reduction techniques, support of efficient street cleaning equipment, maintenance of the natural topography, and compliance with the South Coast Air Quality Management District.
Sustainability	
Policy SUS-13: Provide for the development of retail, commercial, and light industrial and service uses in close proximity to transit, schools, and housing.	**Consistent.** The Oak Valley North Specific Plan proposes the future development of industrial and residential development in proximity to existing arterials and Interstate 10, providing for ease of access and promotes the creation of jobs in close proximity to existing and future housing.
Policy SUS-20: Promote and support green building techniques and practices to reduce energy use.	**Consistent.** The project EIR provides mitigation measures that encourage techniques and practices to reduce energy consumption. Refer to the Oak Valley North Specific Plan

Table 4.11-1 General Plan Applicability Analysis

General Plan Policy	Project Consistency Discussion
	EIR for a detailed analysis of the mitigation measures to properties associated with the implementation of the Specific Plan.

B. Project Consistency with the City of Calimesa Zoning Code

As previously discussed, the City of Calimesa Zoning Code is contained within Title 18 of the City of Calimesa's Municipal Code and establishes standards for the use and development of all properties within the City by regulating land uses, development intensity, including limits on building setbacks, landscaping standards, and building heights. Currently, the Project site is zoned B-P within the northern portion of the site, L-I within the central western and eastern portion of the site, and R-L-M within the southwestern corner of the site.

As shown in EIR Figure 3-2, *Zone Change 22-01/Specific Plan Area 4*, in EIR Section 2.0, the Project Applicant proposes Zone Change (ZC 22-01) to modify the City's official zoning map as it applies to the Project site, which would change the site's current zoning classifications of B-P, L-I, and R-L-M to "Oak Valley North Specific Plan (OVNSP)." With approval of ZC 22-01, all future development within the Project site would be required to comply with OVNSP Chapter 5, *Development Regulations*, which would constitute the zoning regulations applicable to any future development within the Project site. The City's approval of ZC 22-01 would ensure the Project would be consistent with the proposed zoning regulations as identified in Chapter 5 of the OVNSP. As identified in Chapter 5 of the OVNSP, the proposed zoning for the Project's proposed business park uses is based on the City's Business Park (B-P) Zone requirements, as set forth in Chapter 18.30, *Industrial Zone Districts*, of the City's Municipal Code. Modifications to the City's base B-P Zone requirements pursuant to ZC 22-01 would include a prohibition on cold storage uses and an increase in the maximum building height from 50 feet to 55 feet. In addition, ZC 22-01 would increase the minimum distance required between the proposed warehouse buildings in PA 2 and existing sensitive receptors from 250 feet to 500 feet, measured from sensitive receptors that exist at the time when the applicable warehouse, storage, or distribution facilities are approved. All other provisions of Chapter 18.30 would continue to apply. The Project's impacts related to these modifications to the City's Zoning Ordinance are addressed in EIR Subsections 4.1, *Aesthetics*, (building height), 4.3, *Air Quality*, (setback distance), and 4.9, *Hazards and Hazardous Materials* (setback distance), 4.13, *Noise*, (setback distance), which demonstrate that such impacts would be less than significant. Assuming City approval of ZC 22-01 and the OVNSP, all future development on site would be required to comply with the zoning requirements established by OVNSP Chapter 5; thus, the Project would have a less-than-significant impact with respect to a conflict with the City of Calimesa's Zoning Ordinance.

C. Project Consistency with SCAG's 2020-2045 RTP/SCS ("Connect SoCal")

On September 3, 2020, SCAG adopted the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), also referred to as "Connect SoCal." As previously noted, Connect SoCal seeks to improve mobility, promote sustainability, facilitate economic development, and preserve the quality of life for the residents in the region. The long-range visioning plan balances future mobility and housing needs with

goals for the environment, the regional economy, social equity and environmental justice, and public health. The goals included in Connect SoCal are pertinent to the proposed Project. These goals are meant to provide guidance for considering the proposed Project within the context of regional goals and policies. An analysis of the Project's consistency with the relevant goals of Connect SoCal is presented in Table 4.11-2, *Analysis of Consistency with Connect SoCal Goals*. As indicated Table 4.11-2, the Project would not conflict with any Connect SoCal goals; therefore, no impact would occur due to an inconsistency with Connect SoCal.

Table 4.11-2 Analysis of Consistency with Connect SoCal Goals

Goal	Goal Statement	Project Consistency Discussion
1.	Encourage regional economic prosperity and global competitiveness.	**Consistent.** This policy would be implemented by the cities and counties within the SCAG region as part of comprehensive local and regional planning efforts. The Project would support this goal by providing employment-generating land uses (i.e., business park uses) in a portion of Riverside County that has a low jobs-to-housing ratio.
2.	Improve mobility, accessibility, reliability, and travel safety for people and goods.	**Consistent.** The Project's TA (EIR *Technical Appendix P*) identifies required transportation facility improvements, fee payments, and fair-share contributions. Mandatory compliance with the recommendations of the Project's TA, as would be required as conditions of Project approval, would ensure that the Project does not degrade mobility, accessibility, reliability, or travel safety for people and goods.
3.	Enhance the preservation, security, and resilience of the regional transportation system.	**Consistent.** This policy would be implemented by the cities and counties within the SCAG region as part of comprehensive local and regional planning efforts. There are no components of the proposed Project that would adversely affect the preservation, security, or resilience of the regional transportation system, and the Project Applicant would contribute fees towards regional improvements required in the Project vicinity. Furthermore, the Project would entail roadway and intersection improvements consistent with the City of Calimesa General Plan Circulation Element.
4.	Increase person and goods movement and travel choices within the transportation system.	**Consistent.** This policy would be implemented by the cities and counties within the SCAG region as part of the overall planning and maintenance of the regional transportation system. The Project would expand facilities for goods movement in the local area, and would construct or contribute fees towards regional transportation improvements. Additionally, the intensity of the proposed Project would facilitate expanded transit service in the local area.
5.	Reduce greenhouse gas emissions and improve air quality.	**Consistent.** This policy would be implemented by the cities and counties within the SCAG region as part of comprehensive transportation planning efforts. The Project would entail development of business park uses in a portion of Riverside County that experiences a relatively low jobs-to-housing ratio; thus, the Project would serve to reduce worker commute times in the local area by providing jobs in close proximity to housing. Additionally, and as discussed in EIR Subsections 4.3, *Air Quality*, and 4.8,

Table 4.11-2 Analysis of Consistency with Connect SoCal Goals

Goal	Goal Statement	Project Consistency Discussion
		Greenhouse Gas Emissions, the Project would be required to implement mitigation measures to reduce air quality and greenhouse gas emissions to the maximum feasible extent.
6.	Support healthy and equitable communities.	**Consistent.** An analysis of the Project's environmental impacts is provided throughout this EIR, and mitigation measures are specified where warranted. Air quality is addressed in EIR Subsection 4.3, *Air Quality*, which identifies mitigation measures to reduce air quality emissions to the maximum feasible extent. Additionally, the Project would implement trails, sidewalks, and bike lane improvements along public roadway rights-of-way in a manner that is consistent with City of Calimesa General Plan. The Project study area is within the service area of Pass Transit, a public transit agency serving the Project area. The Project would not conflict with any existing or planned Pass Transit routes, and in fact the intensity of the proposed Project would help support a future expansion of transit routes in the local area. Additionally, the Project would be consistent with or otherwise would not conflict with any applicable General Plan policies or requirements. Thus, the Project would facilitate the establishment of healthy and equitable communities.
7.	Adapt to a changing climate and support an integrated regional development pattern and transportation network.	**Consistent.** This policy would be implemented by the cities and counties within the SCAG region as part of comprehensive transportation planning efforts. As indicated in EIR Subsection 4.8, *Greenhouse Gas Emissions*, the Project would be subject to mitigation measures that have been identified to reduce the Project's level of GHG emissions by the maximum feasible extent, thereby demonstrating that the Project would assist the City in meeting its greenhouse gas reduction targets. The Project also would be conditioned to construct transportation improvements and/or contribute fees towards improving the regional transportation network.
8.	Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	**Not Applicable.** This policy provides guidance to the City to leverage new transportation technologies and data-driven solutions that result in more efficient travel. There are no components of the proposed Project that would preclude the City's ability to implement this goal.
9.	Encourage development of diverse housing types in areas that are supported by multiple transportation options.	**Not Applicable.** This policy would be implemented by the cities and counties within the SCAG region as part of comprehensive transportation planning efforts. The Project would accommodate up to 223 "Residential High Density (RH)" dwelling units, which would expand the range of housing available within the City and Project vicinity.
10.	Promote conservation of natural and agricultural lands and restoration of habitats.	**Consistent.** As indicated in EIR Subsection 4.4, *Biological Resources*, none of the vegetation communities identified on site or within the Project's off-site improvement areas are considered

Table 4.11-2 Analysis of Consistency with Connect SoCal Goals

Goal	Goal Statement	Project Consistency Discussion
		sensitive. Additionally, as discussed in EIR Subsection 4.2, *Agriculture and Forestry Resources*, and based on a Project-specific Land Evaluation and Site Assessment (LESA) analysis (EIR *Technical Appendix B*), the Project would not impact any significant farmland types. Additionally, the Project site is designated by the City of Calimesa General Plan for future development with urban land uses, and therefore the Project site is not suitable for conservation as agricultural land.

Source: (SCAG, 2020)

D. Project Consistency with Senate Bill 330

As previously discussed, the Housing Crisis Act of 2019 (HCA), also referred to as SB 330, prohibits local governments from downzoning unless they upzone an equivalent amount elsewhere within their boundaries, and also suspends the enactment of local downzoning ordinances. The Project Applicant is proposing ZC No. 22-01, which would modify the zoning classifications as applied to the Project site. Specifically, ZC No. 22-01 would change the zoning classifications from "Business Park (B-P)," "Light Industrial (L-I)," and "Residential Low Medium (R-L-M)" to a zoning classification of "Specific Plan Area 4 (SPA 4)." Of the Project site's existing zoning classifications, only the R-L-M zoning classification is subject to the provisions of SB 330, as the B-P and L-I zones are not residential zoning classifications. As shown in Table 4.11-3, *Project SB 330 Housing Obligations*, under existing conditions approximately 31.26 acres of the Project site are zoned for R-L-M land uses, and the R-L-M zoning classification allows for residential density up to 7.0 dwelling units per acre (du/ac). Thus, under the Project site's existing zoning classifications, the Project site could accommodate up to 219 dwelling units. With approval of ZC No. 22-01, the Project site would accommodate B-P land uses on approximately 95.6 acres within OVNSP Planning Area 1 and "Residential High (R-H)" uses on approximately 11.2 acres within OVNSP Planning Area 2, with approximately 3.4 acres of roadway ROW dedications. Based on the permitted density, OVNSP Planning Area 2 can accommodate up to 223 dwelling units (consistent with the proposed R-H zoning classification), which would exceed the Project's SB 330 requirement to accommodate a minimum of 219 dwelling units. As such, the proposed Project would be fully consistent with the provisions of SB 330, and no impact would occur.

E. Land Use Compatibility

The Project as evaluated herein consists of the proposed subdivision of ± 110.2 gross acres (106.9 net acres) and the reasonably foreseeable development of business park uses on ±95.6 acres and high-density residential land uses on ±11.2 acres. Churches are conditionally permitted in the Specific Plan's residential zone; therefore, a 1,200-seat church and associated church facilities may be developed in the residential planning area instead of any residential units. Under existing conditions, and as previously depicted on EIR Figure 2-3, *Surrounding Land Uses and Development*, land uses surrounding the Project site include the following:

Table 4.11-3 Project SB 330 Housing Obligations

Assessor's Parcel No.	Existing Zoning Classification	Acreage	Maximum Density (du/gross acre)[1,2]	Dwelling Units Required per SB 330
413-280-016	Residential Low Medium (R-L-M)	16.78	7.0	117
413-280-030	Residential Low Medium (R-L-M)	2.06	7.0	14
413-280-036	Residential Low Medium (R-L-M)	12.42	7.0	87
	Totals:	**31.26**	**7.0**	**219**

1. DUs = Dwelling Units.
2. Maximum Density allowed within the R-L-M zone pursuant to Table 18.20.040 of the City of Calimesa Municipal Code (City of Calimesa, 2022).
3. Note: Table 4.11-3 excludes calculations of acreage associated with the portions of the Project site that are currently zoned for "Business Park" and "Light Industrial" land uses, as these zoning classifications are not subject to the provisions of SB 330.

- Northwest: To the immediate northwest of the Project site are Calimesa Boulevard and Singleton Road. To the northwest of Singleton Road are single-family residences, undeveloped/vacant land, and schools, which include the Early Learning Academy (approximately 0.1-mile north) and Monty's Montessori Academy (approximately 0.25-mile north).
- Northeast: To the immediate northeast of the Project site is Beckwith Avenue, beyond which are single-family residences, undeveloped/vacant land, and open space.
- Southeast: To the immediate southeast of the Project site are undeveloped/vacant land and a mobile home park (Rancho Calimesa Mobile Home Park). Further southeast are Calimesa Boulevard, vacant lots, single-family residences, and Cherry Valley Boulevard.
- Southwest: To the immediate southwest of the Project site is Calimesa Boulevard, a Yucaipa Water District lift station, and undeveloped/vacant land. Further southwest, on the opposite side of Calimesa Boulevard, is I-10, beyond which is undeveloped/vacant land with a single-family residential community occurring further to the southwest.

Impacts associated with the Project's potential land use compatibility with surrounding uses have been evaluated throughout this EIR under the appropriate subject headings and shown in Table 4.11-4, *Summary of Land Use Compatibility Analysis*. EIR Subsection 4.13, *Noise*, includes an assessment of potential noise impacts associated with the Project, including noise from construction, site operations, and Project-related traffic, and concludes that Project-related noise impacts affecting surrounding land uses during both construction and long-term operation (i.e., on-site operations and traffic-related noise) would be less than significant. There are no environmental effects to surrounding existing or planned land uses that have not already been evaluated throughout this EIR, and where necessary mitigation measures have been imposed on the Project to reduce potential impacts to the extent feasible. In addition, the OVNSP includes development standards and an open space buffer overlay that is intended to discourage land use conflicts and incompatibilities with existing surrounding land uses as well as between varying development types within the Specific Plan boundary. Accordingly, and with implementation of the mitigation measures specified throughout this EIR, Project impacts due land use incompatibility would be less than significant.

Table 4.11-4 Summary of Land Use Compatibility Analysis

Land Use Compatibility Issue	Analysis Summary
EIR Subsection 4.1, Aesthetics	
Threshold c: In non-urbanized areas, would the Project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	**Less-than-Significant Impact.** The southern portions of the Project site that abut the existing mobile home community are within the boundaries of an urbanized area and the remaining portions are not within a defined urbanized area. Implementation of the Project would result in the conversion of a largely undeveloped property that contains one existing vacant residential home to that of an urban development 982,232 s.f. of industrial floor space, approximately 223 units of high-density dwelling units (which may instead be developed with a church use), and truck trailer storage areas. Although this represents a substantial change to the visual character of the Project site, the Project's application materials include site-specific plans detailing the site design, architectural, and landscaping characteristics of the Project. Additionally, the Design Guidelines and Development Standards included as part of the proposed Oak Valley North Specific Plan (OVNSP) would ensure that the proposed development is not visually offensive and would further ensure that future development on site is visually compatible with surrounding land uses. Additionally, with approval of the proposed GPA, ZC, and OVNSP, the Project would be fully consistent with all applicable zoning and other regulations governing scenic quality. Impacts would be less than significant and no mitigation measures are required.
Threshold d: Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	**Less-than-Significant Impact.** Implementation of the Project would introduce new lighting elements on-site, primarily to illuminate parking areas and building entrances for both the residential and non-residential buildings. The Project would be designed to adhere to the requirements of the City's Municipal Code, including Chapter 18.120. Moreover, the Project Applicant would be required to submit a lighting plan to the City prior to the issuance of building permits to further demonstrate compliance with these standards. With respect to daytime glare impacts, the proposed Project would involve the construction of business park and residential buildings (and/or potentially a church) with exterior building surfaces that would include window glass. While window glazing has the potential to result in minor glare effect, such effects would be minimal because the Project would utilize low-reflective glaze.

	The Project would not introduce substantial sources of artificial light and glare, which has the potential to result in land use compatibility impacts. Impacts would be less than significant and no mitigation measures are required.
EIR Subsection 4.2, Agriculture and Forestry Resources	
Threshold b: Conflict with existing zoning for agricultural use, or a Williamson Act contract?	**No Impact.** The Project site is zoned B-P, L-I, and R-L-M, which are not agricultural zoning classifications and there are no lands within the City that are subject to a Williamson Act Contract. As such, implementation of the Project would not result in a conflict zoning for agricultural use or Williamson Act Contract. No impacts would occur and no mitigation measures are required.
Threshold e: Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use.	**No Impact.** There are no active agricultural uses surrounding the Project site. Therefore, the Project would not result in any other changes to the existing environment that would result in the conversion of Farmland to non-agricultural use. Additionally, there are no forest lands in the immediate vicinity of the Project site. Therefore, the Project would not involve other changes in the existing environment that would result in the conversion of forestland to non-forest use. No impacts would occur and no mitigation measures are required.
EIR Subsection 4.3, Air Quality	
Threshold c: Expose sensitive receptors, which are located within one (1) mile of the Project site to substantial pollutant concentrations?	**Less-than-Significant Impact.** The Project's construction-related and long-term operational emissions would not exceed any of the SCAQMD LST, and impacts would be less than significant. Additionally, each of the Project's land use scenarios, would not produce the level of traffic volumes necessary to create a CO "hot spot;" thus, impacts due to CO "hot spots" would be less than significant. Construction-related activities associated with the Project would not expose nearby sensitive receptors to cancer or non-cancer health risks exceeding the SCAQMD thresholds. Moreover, implementation of alternative land use Scenarios would not expose nearby sensitive receptors to cancer or non-cancer health risks exceeding the SCAQMD thresholds of significance. The health risks associated with the Project's combined construction and long-term operational TAC emissions also would not exceed the SCAQMD's thresholds of significance for cancer or non-cancer health risks as the MEIR. Impacts would be less than significant and no mitigation measures are required.
Threshold d: Result in emissions (such as those leading to odors) adversely affecting a substantial number of people?	**Less-than-Significant Impact.** Land uses generally associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting operations, refineries, landfills,

	dairies, and fiberglass molding facilities. The Project does not contain land uses typically associated with emitting objectionable odors. Potential odor sources associated with the Project may result from construction equipment exhaust and the application of asphalt and architectural coating during construction activities and the temporary storage of typical solid waste associated with the Project's long-term operation. Additionally, the Project would be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors associated with Project operations would not adversely affect a substantial number of people. Impacts would be less than significant and no mitigation measures are required.
EIR Subsection 4.9, Hazards and Hazardous Material	
Threshold a: Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? Threshold b: Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	**Less-than-Significant Impact with Mitigation Incorporated.** The Project site has approximately 330 linear feet of asbestos-containing transite pipes, three domestic or irrigation supply water wells, and three septic systems. Additionally, the existing single-family residence on-site has the potential to contain ACMs and/or LBPs. With respect to construction activities, the Project would be subject to compliance with all applicable federal, State, and local laws and regulations regarding the transport, use, and storage of hazardous construction-related materials. Including but not limited to requirements imposed by the EPA and DTSC, as well as the Santa Ana RWQCB pertaining to water quality. The Project would incorporate MM 4.9-1, which requires the preparation of a SMP that will be subject to review and approval of the City, MM 4.9-2, which requires the Project Applicant to obtain permits from RCDEH authorizing the removal of the three existing irrigation supply wells, MM 4.9-3, which requires the Project Applicant to obtain permits from RCDEH authorizing the removal of the three existing septic systems, and MM 4.9-4, which requires that the existing 330 linear feet of asbestos-containing transite pipes be removed prior to commencement of grading activities in accordance with all applicable federal, State, and local requirements.
Threshold c: Emit hazardous emissions or handle hazardous or acutely hazardous materials, substance, or waste within one-quarter mile of an existing or proposed school?	**Less-than-Significant-Impact.** The Project site is within 0.25-mile of an existing school (Monty's Montessori Academy); however, the Project is not anticipated to result in hazardous emissions, and any handling of hazardous materials, substance, or waste would not involve the type or quantity that would pose a significant hazard to public health and safety or the environment. Additionally, the Project would be required to comply with federal, State, and local regulations. Impacts would be less than significant and no mitigation measures are required.

Threshold e: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	**Less-than-Significant Impact.** The Project site is not within two miles of a public airport or within an airport land use plan. The closest public airport is the Redlands Municipal Airport located approximately 9.0 miles northwest of the Project site. The Project site is located outside of the compatibility zones for the Redlands Municipal Airport, indicating that the Project site is not subject to airport-related hazards. Additionally, the nearest active private airport is the Hemet-Ryan Airport located approximately 17.0 miles southwest of the Project site. The Project site is not within the AIA for this facility, indicating that the Project site is not subject to airport-related hazards associated with the Hemet-Ryan Airport. Thus, impacts would be less than significant and no mitigation measures are required.
EIR Subsection 4.13, Noise	
Threshold a: Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	**Less-than-Significant Impact with Mitigation Incorporated.** Project daytime and nighttime construction activities would not expose any nearby sensitive receptors to daytime construction noise levels exceeding 75 dBA Leq or nighttime construction noise level (i.e., from nighttime concrete pouring activities) exceeding thresholds of significance. Additionally, long-term operation of the Project would not expose any nearby receptors to noise levels exceeding applicable thresholds of significance. Under the different land use Scenarios (1-3) would not expose any off-site sensitive receptors to noise levels exceeding the identified threshold of significance of 5.0 dBA Leq; thus, long-term operational-related noise impacts would be less than significant. Additionally, under the different land use Scenarios (1-3), the Project would not expose any off-site sensitive receptors to traffic-related noise levels exceeding the thresholds of significance. However, it is expected that the proposed noise-sensitive high density residential or church land uses within proposed PA 2 would likely experience exterior noise level that are considered tentatively compatible. Although the analysis of existing environmental conditions on a proposed project is no longer under the purview of the CEQA process, the Project would implement Mitigation Measure MM 4.13-1, which would ensure that an interior noise analysis is prepared prior to the issuance of building permits within proposed PA 2 for residential or church development.
Threshold b: Generation of excessive ground borne vibration or ground borne noise levels?	**Less-than-Significant Impact.** Project-related construction activities would not expose any nearby sensitive receptors to vibration levels exceeding the City of Calimesa Plan Policy N-7 readily perceptible PPV threshold of 0.0787 (in/sec). Additionally, because all trucks generated by the Project

	would travel along City, County, or Caltrans facilities that are regularly maintained to prevent discontinuous pavement, based on the guidance from Caltrans, the Project's operational traffic-related vibration impacts would be less than significant and no mitigation measures are required.
Threshold 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?	**Less-than-Significant Impact.** The closest public use airport to the Project site is SBD located roughly 13.0 miles northwest of the Project. Due to the distance between the Project site and the SBD, future employees and residents would not be subject to excessive airport-related noise under existing conditions. Additionally, the nearest active private airport is the Hemet-Ryan Airport, located approximate 17.0 miles southwest of the Project site; however, the Project site is not located within the AIA for this facility, indicating that the Project site is not subject to airport-related hazards associated with the Hemet-Ryan Airport.
EIR Subsection 4.17, Transportation	
Threshold a: Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	**Less-than-Significant Impact.** All physical improvements planned as part of the Project would be in conformance with applicable City of Calimesa standards. The Project site is surrounded by a variety of existing and planned land uses, including single-family residences, mobile home uses, undeveloped/vacant land, schools, and open space. Although the truck trips that would be generated by the Project have the potential to conflict with traffic related to residential and school uses, the Project's truck traffic would be routed directly to the I-10 via Calimesa Boulevard and the on-ramps located along Singleton Road and Cherry Valley Boulevard, and Project-related truck trips would be directed away from residential streets. As such, the Project would not result in increased hazards to transportation as a result of incompatible uses, and impacts due to incompatible uses would be less than significant.

4.11.5 Cumulative Impact Analysis

The cumulative impact analysis considers development of the Project in conjunction with other development projects and planned development in the City and surrounding jurisdictions. As indicated under the analysis of Threshold a., the Project would not disrupt or divide the physical arrangement of an established community. As such, cumulatively-considerable impacts would not occur.

As indicated under the analysis of Threshold b., with approval of the Project's GPA and the OVNSP, the Project would not conflict with the City of Calimesa General Plan Land Use Map. Additionally, the analysis presented herein demonstrates that the proposed Project would not conflict with any of the policies included in the General Plan; would not conflict with the City's Zoning Code; would not conflict with the SCAG's Connect SoCal; and would not conflict with the provisions of SB 330. Additionally, and with implementation of the mitigation measures presented throughout this EIR and identified in Table 4.11-4, the Project would not

result in impacts due to land use inconsistency. Other developments within the City similarly would be required to demonstrate compliance with the City's General Plan, the City's Zoning Code, Connect SoCal policies, and SB 330, and also would be required to demonstrate that proposed land uses would not conflict with land uses in the surrounding areas. Thus, the Project's impacts due to a conflict with a land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect would be less-than-cumulatively considerable.

4.11.6 Significance of Impacts Before Mitigation

Threshold a: Less-than-Significant Impact. The Project would not disrupt or divide the physical arrangement of an established community and impacts would be less than significant.

Threshold b: Less-than-Significant Impact. The Project would not conflict with the City's General Plan, the City's Zoning Code, SCAG's Connect SoCal, or the provisions of SB 330. There are no other land use plans, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect and that are applicable to the Project. Additionally, there are no impacts due to land use incompatibility that have not already been evaluated and mitigated to the maximum feasible extent in relevant sections of this EIR; therefore, and with exception of the significant and unavoidable impacts to surrounding land uses identified in the relevant sections of this EIR (which are not land use impacts), Project impacts due to land use incompatibility would be less than significant.

4.11.7 Applicable Regulations, Design Requirements, and Mitigation

Impacts related to land use and planning would be less than significant; therefore, mitigation measures are not required.

4.12 MINERAL RESOURCES

This Subsection 4.12 describes the potential mineral resources that are on the Project site and in the vicinity of the Project site and evaluates the potential effects that the Project may have on these resources. The following analysis is based in part on information obtained in the City of Calimesa 2014 General Plan (General Plan) (City of Calimesa, 2014) and California Department of Conservation (CDC) (CDC, n.d.). The analysis in this Subsection also is based, in part, on information from the *Revised Geotechnical Investigation Proposed Commercial/Industrial Development Calimesa Boulevard, Southeast of Singleton Road Calimesa, California* (Geotechnical Investigation), dated December 6, 2023, included to this EIR as *Technical Appendix H*, prepared by Southern California Geotechnical (SCG). Refer to Section 7.0, *References*, for a complete list of these and other reference sources.

4.12.1 EXISTING CONDITIONS

A. *Geology*

The Project site is within the Peninsular Ranges province. The Peninsular Ranges province consists of several northwesterly-trending ranges in the southwestern California. The province is truncated to the north by the east-west trending Transverse Ranges. Prior to the mid-Mesozoic, the region was covered by seas and thick marine sedimentary and volcanic sequences were deposited. The bedrock geology that dominates the elevated areas of the Peninsular Ranges consists of high-grade metamorphic rocks intruded by Mesozoic plutons. During the Cretaceous, extensive mountain building occurred during the emplacement of the southern California batholith. The Peninsular Ranges have been significantly disrupted by Tertiary and Quaternary strike-slip faulting along the Elsinore and San Jacinto faults. This tectonic activity has resulted in the present terrain. (SCG, 2023, pp. 9-10)

SCG conducted a field investigation and review of previous studies conducted for the Project site. The subsurface exploration conducted for the Project site consisted of sixteen (16) borings (identified as Boring Nos. B-7 through B-22) advanced to depths of 15 to 40 feet below the existing site grades. As previously discussed, the Project site consists of disturbed alluvium, younger alluvium, older alluvium, and bedrock. Refer to Section 4.7.1 of this EIR for a more thorough discussion of the Project site's geotechnical conditions. (SCG, 2023, p. 10)

B. *Mineral Resources Potential*

The Surface Mining and Reclamation Act of 1975 (SMARA) Public Resources Code (PRC), §§ 2710-2796 provides a comprehensive surface mining and reclamation policy with the regulation of surface mining operations to assure that adverse environmental impacts are minimized and mined lands are reclaimed to a usable condition. The SMARA requires the State Geologist to classify land according to the presence, absence, or likely occurrence of significant mineral deposits in certain areas of the State subject to urban expansion or land uses incompatible with mining. The State classification system is broken out into three general zones, as shown below in Table 4.12-1, *Mineral Resources Zones*. According to mapping information available from the California Department of Conservation (CDC), the Project site is classified as MRZ-3, which indicates that the Project site occurs in an area of undetermined mineral resource significance (CDC, n.d.). Accordingly, the Project site does not contain any areas of known mineral resources.

Table 4.12-1 Mineral Resources Zones

Zone	Significance
MRZ-1	Areas where available geologic information indicates that little likelihood exists for the presence of significant mineral resources.
MRZ-2	Areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood for their presence exists. This zone shall be applied to known mineral deposits or where well-developed lines of reasoning, based upon economic-geologic principles and adequate data, demonstrate that the likelihood for occurrence of significant mineral deposits is high.
MRZ-3	Areas containing known or inferred mineral occurrences of undetermined mineral resource significance.

Source: (CDC, 2008b, p. 7)

4.12.2 Regulatory Setting

The following is a brief description of the regulatory setting related to the topic of mineral resources.

A. State Regulations

1. Surface Mining and Reclamation Act of 1975

The Surface Mining and Reclamation Act of 1975 (SMARA, Public Resources Code, §§ 2710-2796) provides a comprehensive surface mining and reclamation policy with the regulation of surface mining operations to assure that adverse environmental impacts are minimized and mined lands are reclaimed to a usable condition. SMARA also encourages the production, conservation, and protection of the state's mineral resources. Public Resources Code § 2207 provides annual reporting requirements for all mines in the state, under which the State Mining and Geology Board is also granted authority and obligations. (CDC, n.d.)

SMARA, Chapter 9, Division 2 of the Public Resources Code, requires the State Mining and Geology Board to adopt State policy for the reclamation of mined lands and the conservation of mineral resources. These policies are prepared in accordance with the Administrative Procedures Act, (Government Code) and are found in California Code of Regulations, Title 14, Division 2, Chapter 8, Subchapter 1. (CDC, n.d.)

4.12.3 Basis for Determining Significance

Section XII of Appendix G to the CEQA Guidelines addresses typical adverse effects to mineral resources, and includes the following threshold questions to evaluate the Project's impacts on mineral resources:

a. *Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state;*

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

4.12.4 Impact Analysis

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

According to mapping information available from the CDC, the Project site is classified as Mineral Resources Zone (MRZ) 3, which includes "areas where the available geologic information indicates that mineral deposits are likely to exist, however, the significance of the deposit is undetermined" (CDC, n.d.). Therefore, the Project site does not contain any known mineral resources that would be of value to the region or the residents of the State. Accordingly, with implementation of the proposed Project there would be no impact to known mineral resources.

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

The City of Calimesa General Plan Land Use Map does not identify any mineral resource recovery sites and there are no zoning districts established for mineral resource recovery within the City. The Project site is currently designated as BI, LI, and RLM and zoned B-I, L-I, and R-L-M, none of which allow for mineral resource extraction. The Project site is not within the boundaries of an adopted specific plan and there are no other land use plans that identify the Project site as containing mineral resources. Accordingly, the Project would not result in the loss of availability of a locally-important mineral resource recovery site. As such, no impacts would occur.

4.12.5 Cumulative Impact Analysis

This cumulative impact analysis considers development of the proposed Project in conjunction with other development projects and planned development within the City of Calimesa, nearby portions of unincorporated Riverside County, and nearby portions of the City of Beaumont. This cumulative study area was selected because this area encompasses large areas that include geologic conditions similar to those that occur on the Project site, and because this study area encompasses a large portion of the local market for the production and consumption of mineral resources.

As mapped by the CDC, the Project site is classified as MRZ-3 and contains no known mineral resource deposits. As such, the Project has no potential to result in cumulatively-considerable impacts due to the loss of availability of a known mineral resource that would be of value to the region or residents of the State. No cumulatively-considerable impacts would occur.

The General Plan does not designate the Project site or surrounding areas as a mineral resource recovery site and there are no other land use plans that identify the Project site or surrounding areas as having mineral resources. As such, the Project has no potential to result in cumulatively-considerable impacts due to the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. No cumulatively-considerable impacts would occur.

4.12.6 Significance of Impacts Before Mitigation

Threshold a: No Impact. The Project site does not contain any known mineral resources that would be of value to the region or the residents of the State. Accordingly, with implementation of the proposed Project there would be no impact to known mineral resources.

Threshold b: No Impact. The Project would not result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan, and no impact would occur.

4.12.7 Mitigation Measures

No impact to mineral resources would occur with implementation of the proposed Project; thus, mitigation measures are not required.

4.13 NOISE

The information and analysis in this Subsection 4.13 are based primarily on a technical study prepared by Urban Crossroads, Inc. (herein, "Urban Crossroads"), entitled, "Oak Valley North Specific Plan Noise and Vibration Analysis" (herein, "NIA"), dated February 5, 2024, and included as EIR *Technical Appendix N* (Urban Crossroads, 2024). Refer to Section 7.0, *References*, for a complete list of reference sources used in this analysis.

4.13.1 NOISE FUNDAMENTALS

Noise is simply defined as "unwanted sound." Sound becomes unwanted when it interferes with normal activities, when it causes actual physical harm or when it has adverse effects on health. Noise is measured on a logarithmic scale of sound pressure level known as a decibel (dB). A-weighted decibels (dBA) approximate the subjective response of the human ear to broad frequency noise source by discriminating against very low and very high frequencies of the audible spectrum. They are adjusted to reflect only those frequencies which are audible to the human ear. Table 4.13-1, *Typical Noise Levels*, presents a summary of the typical noise levels and their subjective loudness and effects that are described in more detail below. (Urban Crossroads, 2024, p. 7)

Table 4.13-1 Typical Noise Levels

COMMON OUTDOOR ACTIVITIES	COMMON INDOOR ACTIVITIES	A - WEIGHTED SOUND LEVEL dBA	SUBJECTIVE LOUDNESS	EFFECTS OF NOISE
THRESHOLD OF PAIN		140	INTOLERABLE OR DEAFENING	HEARING LOSS
NEAR JET ENGINE		130		
		120		
JET FLY-OVER AT 300m (1000 ft)	ROCK BAND	110		
LOUD AUTO HORN		100	VERY NOISY	
GAS LAWN MOWER AT 1m (3 ft)		90		
DIESEL TRUCK AT 15m (50 ft), at 80 km/hr (50 mph)	FOOD BLENDER AT 1m (3 ft)	80		SPEECH INTERFERENCE
NOISY URBAN AREA, DAYTIME	VACUUM CLEANER AT 3m (10 ft)	70	LOUD	
HEAVY TRAFFIC AT 90m (300 ft)	NORMAL SPEECH AT 1m (3 ft)	60		
QUIET URBAN DAYTIME	LARGE BUSINESS OFFICE	50	MODERATE	SLEEP DISTURBANCE
QUIET URBAN NIGHTTIME	THEATER, LARGE CONFERENCE ROOM (BACKGROUND)	40		
QUIET SUBURBAN NIGHTTIME	LIBRARY	30	FAINT	NO EFFECT
QUIET RURAL NIGHTTIME	BEDROOM AT NIGHT, CONCERT HALL (BACKGROUND)	20		
	BROADCAST/RECORDING STUDIO	10	VERY FAINT	
LOWEST THRESHOLD OF HUMAN HEARING	LOWEST THRESHOLD OF HUMAN HEARING	0		

(Urban Crossroads, 2024, Exhibit 2-A)

A. Range of Noise

Since the range of intensities that the human ear can detect is so large, the scale frequently used to measure intensity is a scale based on multiples of 10, the logarithmic scale. The scale for measuring intensity is the decibel scale. Each interval of 10 decibels indicates a sound energy ten times greater than before, which is perceived by the human ear as being roughly twice as loud. The most common sounds vary between 40 dBA (very quiet) to 100 dBA (very loud). Normal conversation at three feet is roughly at 60 dBA, while loud jet engine noises equate to 110 dBA at approximately 1,000 feet, which can cause serious discomfort. Another important aspect of noise is the duration of the sound and the way it is described and distributed in time. (Urban Crossroads, 2024, pp. 7-8)

B. Noise Descriptors

Environmental noise descriptors are generally based on averages, rather than instantaneous, noise levels. The most used metric is the equivalent level (Leq). Equivalent sound levels are not measured directly but are calculated from sound pressure levels typically measured in A-weighted decibels (dBA). The equivalent sound level (Leq) represents a steady state sound level containing the same total energy as a time varying signal over a given sample period and is commonly used to describe the "average" noise levels within the environment. (Urban Crossroads, 2024, p. 8)

Peak hour or average noise levels, while useful, do not completely describe a given noise environment. Noise levels lower than peak hour may be disturbing if they occur during times when quiet is most desirable, namely evening and nighttime (sleeping) hours. To account for this, the Community Noise Equivalent Level (CNEL), representing a composite 24-hour noise level is utilized. The CNEL is the weighted average of the intensity of a sound, with corrections for time of day, and averaged over 24 hours. The time-of-day corrections require the addition of 5 decibels to dBA Leq sound levels in the evening from 7:00 p.m. to 10:00 p.m., and the addition of 10 decibels to dBA Leq sound levels at night between 10:00 p.m. and 7:00 a.m. These additions are made to account for the noise-sensitive time periods during the evening and night hours when noise can become more intrusive. CNEL does not represent the actual sound level heard at any time, but rather represents the total sound exposure. The City of Calimesa relies on the 24-hour CNEL level to assess land use compatibility with transportation related noise sources. (Urban Crossroads, 2024, p. 8)

C. Sound Propagation

When sound propagates over a distance, it changes in level and frequency content. The way noise reduces with distance depends on the following factors. (Urban Crossroads, 2024, p. 8)

1. Geometric Spreading

Sound from a localized source (i.e., a stationary point source) propagates uniformly outward in a spherical pattern. The sound level attenuates (or decreases) at a rate of 6 dB for each doubling of distance from a point source. Highways consist of several localized noise sources on a defined path and hence can be treated as a line source, which approximates the effect of several point sources. Noise from a line source propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate at a rate of 3 dB for each doubling of distance from a line source. (Urban Crossroads, 2024, p. 8)

2. *Ground Absorption*

The propagation path of noise from a highway to a receiver is usually very close to the ground. Noise attenuation from ground absorption and reflective wave canceling adds to the attenuation associated with geometric spreading. Traditionally, the excess attenuation also has been expressed in terms of attenuation per doubling of distance. This approximation usually is sufficiently accurate for distances of less than 200 feet. For acoustically hard sites (i.e., sites with a reflective surface between the source and the receiver, such as a parking lot or body of water), no excess ground attenuation is assumed. For acoustically absorptive or soft sites (i.e., those sites with an absorptive ground surface between the source and the receiver such as soft dirt, grass, or scattered bushes and trees), an excess ground attenuation value of 1.5 dB per doubling of distance is normally assumed. When added to the cylindrical spreading, the excess ground attenuation results in an overall drop-off rate of 4.5 dB per doubling of distance from a line source. (Urban Crossroads, 2024, pp. 8-9)

3. *Atmospheric Effects*

Receivers located downwind from a source can be exposed to increased noise levels relative to calm conditions, whereas locations upwind can have lowered noise levels. Sound levels can be increased at large distances (e.g., more than 500 feet) due to atmospheric temperature inversion (i.e., increasing temperature with elevation). Other factors such as air temperature, humidity, and turbulence can also have significant effects. (Urban Crossroads, 2024, p. 9)

4. *Shielding*

A large object or barrier in the path between a noise source and a receiver can substantially attenuate noise levels at the receiver. The amount of attenuation provided by shielding depends on the size of the object and the frequency content of the noise source. Shielding by trees and other such vegetation typically only has an "out of sight, out of mind" effect. That is, the perception of noise impact tends to decrease when vegetation blocks the line-of-sight to nearby residents. However, for vegetation to provide a substantial, or even noticeable, noise reduction, the vegetation area must be at least 15 feet in height, 100 feet wide and dense enough to completely obstruct the line-of-sight between the source and the receiver. This size of vegetation may provide up to 5 dBA of noise reduction. The Federal Highway Administration (FHWA) does not consider the planting of vegetation to be a noise abatement measure. (Urban Crossroads, 2024, p. 9)

D. *Response to Noise*

Approximately sixteen percent of the population has a very low tolerance for noise and will object to any noise not of their making. Consequently, even in the quietest environment, some complaints may occur. Twenty to thirty percent of the population will not complain even in very severe noise environments. Thus, a variety of reactions can be expected from people exposed to any given noise environment. Surveys have shown that community response to noise varies from no reaction to vigorous action for newly introduced noises averaging from 10 dB below existing to 25 dB above existing. According to research originally published in the Noise Effects Handbook, the percentage of high annoyance ranges from approximately 0 percent at 45 dB or less, 10 percent are highly annoyed around 60 dB, and increases rapidly to approximately 70 percent being highly annoyed at approximately 85 dB or greater. Despite this variability in behavior on an individual level, the population as a whole can be expected to exhibit the following responses to changes in noise levels: an increase

of 1 dBA cannot be perceived except in carefully controlled laboratory experiments; a change of 3 dBA is considered "barely perceptible;" and changes of 5 dBA are considered "readily perceptible." (Urban Crossroads, 2024, p. 10)

E. Vibration

Vibration is the periodic oscillation of a medium or object. The rumbling sound caused by the vibration of room surfaces is called structure-borne noise. Sources of ground-borne vibrations include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) or human-made causes (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous, such as factory machinery, or transient, such as explosions. As is the case with airborne sound, ground-borne vibrations may be described by amplitude and frequency. (Urban Crossroads, 2024, p. 11)

There are several different methods that are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe vibration impacts to buildings but is not always suitable for evaluating human response (annoyance) because it takes some time for the human body to respond to vibration signals. Instead, the human body responds to average vibration amplitude often described as the root mean square (RMS). The RMS amplitude is defined as the average of the squared amplitude of the signal and is most frequently used to describe the effect of vibration on the human body. Decibel notation (VdB) is commonly used to measure RMS. Decibel notation (VdB) serves to reduce the range of numbers used to describe human response to vibration. Typically, ground-borne vibration generated by man-made activities attenuates rapidly with distance from the source of the vibration. Sensitive receivers for vibration include structures (especially older masonry structures), people (especially residents, the elderly, and sick), and vibration-sensitive equipment and/or activities. (Urban Crossroads, 2024, p. 11)

The background vibration-velocity level in residential areas is generally 50 VdB. Ground-borne vibration is normally perceptible to humans at approximately 65 VdB. For most people, a vibration-velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the ground-borne vibration is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration-velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings. (Urban Crossroads, 2024, p. 11)

4.13.2 Existing Noise Conditions

A. Existing Study Area Ambient Noise Conditions

Urban Crossroads recorded 24-hour noise readings at eight (8) locations near the Project site on Tuesday, May 24, 2022 and on Tuesday July 11, 2023. The noise measurement locations are identified on Figure 4.13-1, *Noise Measurement Locations*. The long-term noise level measurements were positioned as close to the nearest sensitive receiver locations as possible to assess the existing ambient hourly noise levels surrounding the

Source(s): Urban Crossroads (11-16-2023)

Figure 4.13-1

Not to Scale

Noise Measurement Locations

Project site. Both Caltrans and the Federal Transit Administration (FTA) recognize that it is not reasonable to collect noise level measurements that can fully represent every part of a private yard, patio, deck, or balcony normally used for human activity when estimating impacts for new development projects. Thus, it is not necessary to collect measurements at each individual building or residence, because each receiver measurement represents a group of buildings that share acoustical equivalence. Collecting reference ambient noise level measurements at the nearby sensitive receiver locations allows for a comparison of the before and after Project noise levels and is necessary to assess potential noise impacts due to the Project's contribution to the ambient noise levels. (Urban Crossroads, 2024, pp. 23-24)

The noise measurements shown in Table 4.13-2, *Ambient Noise Level Measurements*, focus on the equivalent or the hourly energy average sound levels (Leq). The equivalent sound level (Leq) represents a steady-state sound level containing the same total energy as a time varying signal over a given sample period. Table 4.13-2 provides the equivalent noise levels used to describe the daytime and nighttime ambient conditions. These daytime and nighttime energy average noise levels represent the average of all hourly noise levels observed during these time periods expressed as a single number. Appendix 5.2 of *Technical Appendix N* provides summary worksheets of the noise levels for each of the daytime and nighttime hours. (Urban Crossroads, 2024, p. 24)

B. Sensitive Receiver Locations

To assess the potential for long-term operational and short-term construction noise impacts, sensitive receiver locations, as shown on Figure 4.13-2, *Sensitive Receiver Locations*, were identified as representative locations for analysis. Sensitive receivers are generally defined as locations where people reside or where the presence of unwanted sound could otherwise adversely affect the use of the land. Noise-sensitive land uses are generally considered to include schools, hospitals, single-family dwellings, mobile home parks, churches, libraries, and recreation areas. Moderately noise-sensitive land uses typically include multi-family dwellings, hotels, motels, dormitories, out-patient clinics, cemeteries, golf courses, country clubs, athletic/tennis clubs, and equestrian clubs. Land uses that are considered relatively insensitive to noise include business, commercial, and professional developments. Land uses that are typically not affected by noise include: industrial, manufacturing, utilities, agriculture, undeveloped land, parking lots, warehousing, liquid and solid waste facilities, salvage yards, and transit terminals. (Urban Crossroads, 2024, p. 43)

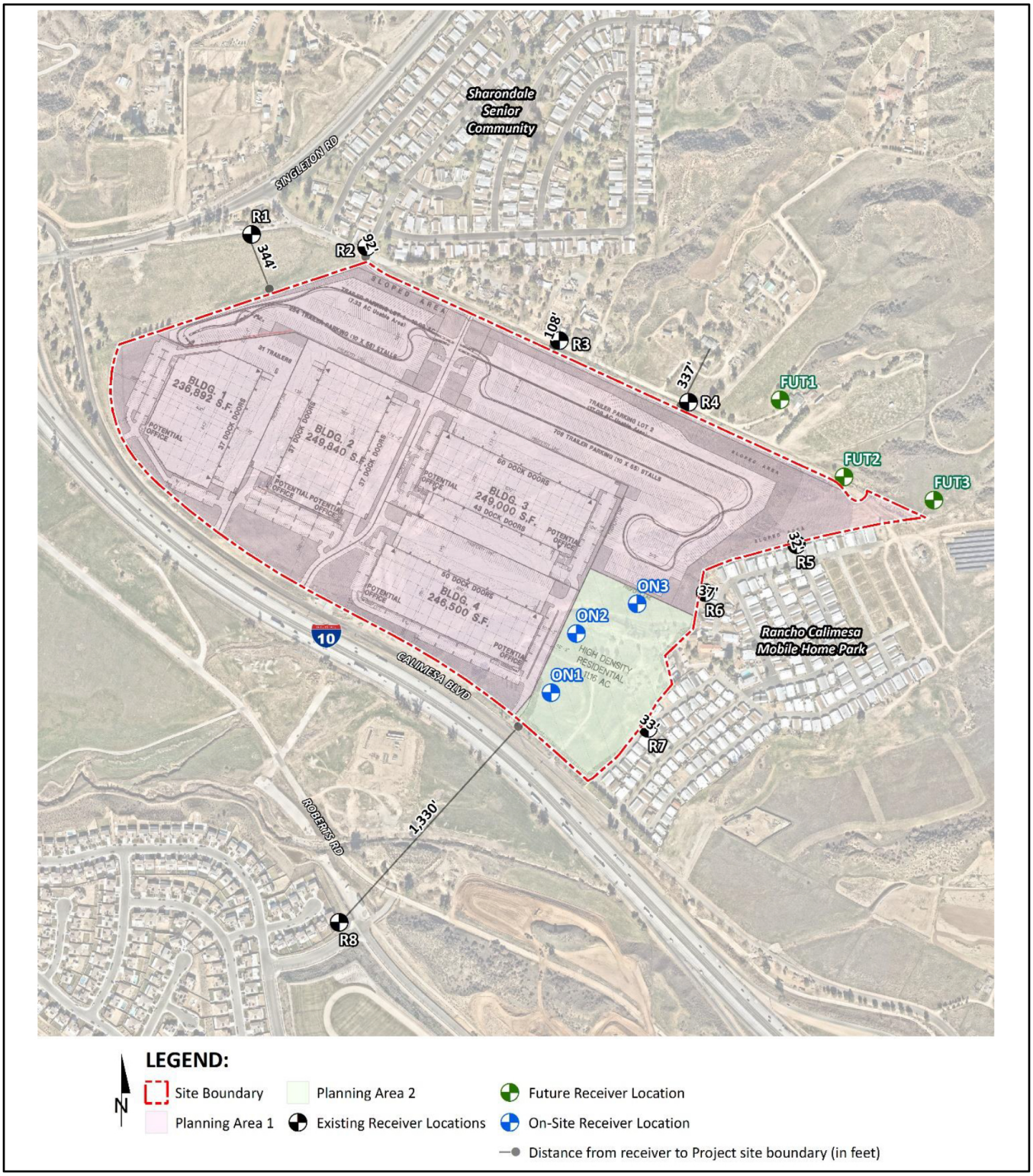
To describe the potential off-site Project noise levels, 13 sensitive receiver locations in the vicinity of the Project site were identified to represent the existing noise environment in the area. This includes receptor locations FUT1 to FUT3 representing potential future noise sensitive residential land uses within the Holly Hills Specific Plan and receptor locations ON1 to ON3 describing the multi-family residential units within proposed Oak Valley North Specific Plan (OVNSP) Planning Area 2. The nearest existing noise sensitive residential receivers are located southeast of the Project site within the Rancho Calimesa Mobile Home Park at distances ranging from 32 to 37 feet. Due to the additional attenuation from distance and the shielding of intervening structures, other sensitive land uses in the Project study area that are located at greater distances than those identified in this noise study will experience lower noise levels than those presented herein due to the additional attenuation from distance and the shielding of intervening structures. Distance is

Table 4.13-2 Ambient Noise Level Measurements

Location[1]	Description	Energy Average Noise Level (dBA L_{eq})[2]		CNEL
		Daytime	Nighttime	
L1	Located Northwest of the site near the residence at 35275 Singleton Road	64.5	62.9	69.9
L2	Located north of the site near the residence at 9690 Sharondale Road	63.4	60.7	68.0
L3	Located north of the site near the residence at 35345 Beckwith Ave.	55.7	58.1	64.4
L4	Located north of the site near the residence at 35704 Beckwith Ave.	48.9	47.1	54.1
L5	Located east of the site near the residence at 10320 Calimesa Blvd #229	54.1	50.9	58.2
L6	Located east of the site near the residence at 10320 Calimesa Blvd #218	47.3	44.5	51.8
L7	Located east of the site near the residence at 10320 Calimesa Blvd #52	50.4	47.6	54.9
L8	Located south of the Project site near single-family residence at 1035 Marigold Court	60.5	60.5	67.2

1. See Figure 4.13-1 for the noise level measurement locations.
2. Energy (logarithmic) average levels. The long-term 24-hour measurement worksheets are included in Appendix 5.2 to the Project's NIA (EIR *Technical Appendix N*).

"Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.
(Urban Crossroads, 2024, Table 5-1)



Source(s): Urban Crossroads (11-16-2023)

Figure 4.13-2

Not to Scale

Sensitive Receiver Locations

measured in a straight line from the Project boundary to each receiver location. As previously noted, both Caltrans and the FTA recognize that it is not reasonable to fully represent noise levels at every part of a private yard, patio, deck, or balcony normally used for human activity when estimating impacts for new development projects. Thus, it is not necessary to estimate noise levels at each individual building or residence, because each receiver measurement represents a group of buildings that share acoustical equivalence. (Urban Crossroads, 2024, p. 43)

- **Location R1** represents existing noise sensitive Staveness Early Learning childhood education center at 35275 Singleton Road, approximately 344 feet north of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receiver R1 is placed at the building façade. A 24-hour noise measurement was taken near this location, L1, to describe the existing ambient noise environment. (Urban Crossroads, 2024, p. 43)

- **Location R2** represents the existing noise sensitive residence within the Sharondale Senior Community at 9699 Crestknoll Drive, approximately 92 feet north of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receiver R2 is placed at the building façade. A 24-hour noise measurement was taken near this location, L2, to describe the existing ambient noise environment. (Urban Crossroads, 2024, p. 43)

- **Location R3** represents the existing noise sensitive residence at 35345 Beckwith Avenue, approximately 108 feet north of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receiver R3 is placed at the building façade. A 24-hour noise measurement was taken near this location, L3, to describe the existing ambient noise environment. (Urban Crossroads, 2024, p. 43)

- **Location R4** represents the existing noise sensitive residence at 35704 Beckwith Avenue, approximately 337 feet north of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receiver R4 is placed at the building façade. A 24-hour noise measurement was taken near this location, L4, to describe the existing ambient noise environment. (Urban Crossroads, 2024, pp. 43-44)

- **Location R5** represents the Rancho Calimesa Mobile Home Park at 10320 Calimesa Boulevard, approximately 32 feet southeast of the Project site. R5 is placed in the private outdoor living areas (backyard) facing the Project site. A 24-hour noise measurement was taken near this location, L5, to describe the existing ambient noise environment. (Urban Crossroads, 2024, p. 44)

- **Location R6** represents the Rancho Calimesa Mobile Home Park at 10320 Calimesa Boulevard, approximately 37 feet southeast of the Project site. R6 is placed in the private outdoor living areas (backyard) facing the Project site. A 24-hour noise measurement was taken near this location, L6, to describe the existing ambient noise environment. (Urban Crossroads, 2024, p. 44)

- **Location R7** represents the Rancho Calimesa Mobile Home Park at 10320 Calimesa Boulevard, approximately 33 feet southeast of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receiver R7 is placed at the building façade. A 24-hour noise measurement was taken near this location, L7, to describe the existing ambient noise environment. (Urban Crossroads, 2024, p. 44)

- **Location R8** represents the existing noise sensitive residence at 1035 Marigold Court, approximately 1,330 feet west of the Project site. R8 is placed in the private outdoor living areas (backyard) facing the Project site. A 24-hour noise measurement was taken near this location, L8, to describe the existing ambient noise environment. (Urban Crossroads, 2024, p. 44)

- **Location FUT1** represents the potential future noise sensitive residential land use located northeast of the Project site within the Holly Hills Specific Plan Planning Area 9. (Urban Crossroads, 2024, p. 44)

- **Location FUT2** represents the potential future noise sensitive residential land use located northeast of the Project site within the Holly Hills Specific Plan Planning Area 8. (Urban Crossroads, 2024, p. 44)

- **Location FUT3** represents the potential future noise sensitive residential land use located northeast of the Project site within the Holly Hills Specific Plan Planning Area 7 (Urban Crossroads, 2024, p. 44).

- **Location ON1** represents the multi-family residential units (or church use) planned on site within Planning Area 2 (Urban Crossroads, 2024, p. 44).

- **Location ON2** represents the multi-family residential units (or church use) planned on site within Planning Area 2 (Urban Crossroads, 2024, p. 44).

- **Location ON3** represents the multi-family residential units (or church use) planned on site within Planning Area 2 (Urban Crossroads, 2024, p. 44).

4.13.3 Airports

The Project site is not located within two miles of an airport or airstrip. The closest public use airport to the Project site is the San Bernardino International Airport (SBD), located roughly 13 miles northwest of the Project site. Thus, due to distance between the Project site and the SBD, the Project site is not subject to excessive airport-related noise under existing conditions. (Urban Crossroads, 2024, p. 21)

4.13.4 Applicable Environmental Regulations

The following is a brief description of the federal, state, and local environmental laws and related regulations related to noise.

A. Federal Regulations

1. Noise Control Act of 1972

The Noise Control Act of 1972 establishes a national policy to promote an environment for all Americans free from noise that jeopardizes their health and welfare. The Act also serves to (1) establish a means for effective coordination of Federal research and activities in noise control; (2) authorize the establishment of Federal noise emission standards for products distributed in commerce; and (3) provide information to the public respecting the noise emission and noise reduction characteristics of such products. (EPA, 2020i)

While primary responsibility for control of noise rests with State and local governments, Federal action is essential to deal with major noise sources in commerce, control of which require national uniformity of treatment. The Environmental Protection Agency (EPA) is directed by Congress to coordinate the programs of all Federal agencies relating to noise research and noise control. (EPA, 2020i)

2. Federal Transit Administration

The Federal Transit Administration (FTA) has published a Noise and Vibration Impact Assessment (NVIA), which provides guidance for preparing and reviewing the noise and vibration sections of environmental documents. In the interest of promoting quality and uniformity in assessments, the manual is used by project sponsors and consultants in performing noise and vibration analyses for inclusion in environmental documents. The manual sets forth the methods and procedures for determining the level of noise and vibration impact resulting from most federally-funded transit projects and for determining what can be done to mitigate such impact. (FTA, 2006, p. 1-1)

The NVIA also establishes criteria for acceptable ground-borne vibration, which are expressed in terms of root mean square (rms) velocity levels in decibels and the criteria for acceptable ground-borne noise are expressed in terms of A-weighted sound levels. As shown in Table 4.13-3, ***Ground-Borne Vibration and Ground-Borne Noise Impact*** Criteria for General Assessment, the FTA identifies three categories of land uses and provides Ground-Based Vibration (GBV) and Ground-Based Noise (GBN) criteria for each category of land use. (FTA, 2006, pp. 8-3 and 8-4)

3. Construction-Related Hearing Conservation

The Occupational Safety and Health Administration (OSHA) hearing conservation program is designed to protect workers with significant occupational noise exposures from hearing impairment even if they are subject to such noise exposures over their entire working lifetimes. Standard 29 CFR, Part 1910 indicates the noise levels under which a hearing conservation program is required to be provided to workers exposed to high noise levels. (OSHA, 2002) This analysis does not evaluate the noise exposure of construction workers within the Project site based on CEQA requirements, and instead, evaluates the Project-related construction noise levels at the nearby sensitive receiver locations in the Project study area. Further, periodic exposure to high noise levels in short duration, such as Project construction, is typically considered an annoyance and not impactful to human health. It would take several years of exposure to high noise levels to result in hearing impairment.

Table 4.13-3 Ground-Borne Vibration and Ground-Borne Noise Impact Criteria for General Assessment

Land Use Category	GBV Impact Levels (VdB re 1 micro-inch /sec)			GBN Impact Levels (dB re 20 micro Pascals)		
	Frequent Events[1]	Occasional Events[2]	Infrequent Events[3]	Frequent Events[1]	Occasional Events[2]	Infrequent Events[3]
Category 1: Buildings where vibration would interfere with interior operations.	65 VdB[4]	65 VdB[4]	65 VdB[4]	N/A[4]	N/A[4]	N/A[4]
Category 2: Residences and buildings where people normally sleep.	72 VdB	75 VdB	80 VdB	35 dBA	38 dBA	43 dBA
Category 3: Institutional land uses with primarily daytime use.	75 VdB	78 VdB	83 VdB	40 dBA	43 dBA	48 dBA

Notes:

1. "Frequent Events" is defined as more than 70 vibration events of the same source per day. Most rapid transit projects fall into this category.
2. "Occasional Events" is defined as between 30 and 70 vibration events of the same source per day. Most commuter trunk lines have this many operations.
3. "Infrequent Events" is defined as fewer than 30 vibration events of the same kind per day. This category includes most commuter rail branch lines.
4. This criterion limit is based on levels that are acceptable for most moderately sensitive equipment such as optical microscopes. Vibration-sensitive manufacturing or research will require detailed evaluation to define the acceptable vibration levels. Ensuring lower vibration levels in a building often requires special design of the HVAC systems and stiffened floors.
5. Vibration-sensitive equipment is generally not sensitive to ground-borne noise.

(FTA, 2006, Table 8-1)

B. State Regulations

1. Building Standards Code

The State of California's noise insulation standards are codified in the California Code of Regulations, Title 24, Building Standards Administrative Code, Part 2, and the California Building Standards Code. These noise standards are applied to new construction in California for the purpose of controlling interior noise levels resulting from exterior noise sources. The regulations specify that acoustical studies must be prepared when noise-sensitive structures, such as residential buildings, schools, or hospitals, are developed near major transportation noise sources, and where such noise sources create an exterior noise level of 60 dBA CNEL or higher. Acoustical studies that accompany building plans for noise-sensitive land uses must demonstrate that the structure has been designed to limit interior noise in habitable rooms to acceptable noise levels. For new residential buildings, schools, and hospitals, the acceptable interior noise limit for new construction is 45 dBA CNEL. (BSC, n.d.)

2. California Noise Insulation Standards

The California Noise Insulation Standards (CCR Title 25 Section 1092) establish uniform minimum noise insulation performance standards for new hotels, motels, dormitories, apartment houses, and dwellings other than detached single-family dwellings. Specifically, Title 25 specifies that interior noise levels attributable to exterior sources shall not exceed 45 dBA Ldn/CNEL (i.e., the same levels that the EPA recommends for residential interiors) in any habitable room of a new dwelling. An acoustical study must be prepared for proposed multiple unit residential and hotel/motel structures where outdoor Ldn/CNEL is 60 dBA or greater. The study must demonstrate that the design of the building would reduce interior noise to 45 dBA Ldn/CNEL or lower. Because noise levels can increase over time in developing areas, Title 25 also specifies that dwellings are to be designed so that interior noise levels will meet this standard for at least ten years from the time of building permit application. (MLA, n.d.)

3. OPR General Plan Guidelines

Though not adopted by law, the 2017 California General Plan Guidelines, published by the California Governor's Office of Planning and Research (OPR), provides guidance for local agencies in preparing or updating General Plans. The Guidelines provide direction on the required Noise Element portion of the General Plans. The purpose of the Noise Element is to limit the exposure of the community to excessive noise levels. Local governments must "analyze and quantify" noise levels and the extent of noise exposure through actual measurement or the use of noise modeling. Technical data relating to mobile and point sources must be collected and synthesized into a set of noise control policies and programs that "minimizes the exposure of community residents to excessive noise." Noise level contours must be mapped and the conclusions of the element used as a basis for land use decisions. The element must include implementation measures and possible solutions to existing and foreseeable noise problems. Furthermore, the policies and standards must be sufficient to serve as a guideline for compliance with sound transmission control requirements. The noise element directly correlates to the Land Use, Circulation, and Housing Elements. The Noise Element must be used to guide decisions concerning land use and the location of new roads and transit facilities since these are common sources of excessive noise levels. The noise levels from existing land uses, including mining, agricultural, and industrial activities, must be closely analyzed to ensure compatibility, especially where residential and other sensitive receptors have encroached into areas previously occupied by these uses. (OPR, 2017a, pp. 131-132)

C. Local Regulations

1. City of Calimesa General Plan Noise Element

The City of Calimesa has adopted a Noise Element of the General Plan to control and abate environmental noise, and to protect the citizens of the City of Calimesa from excessive exposure to noise. The Noise Element specifies the maximum allowable exterior noise levels for new developments impacted by transportation noise sources such as arterial roads, freeways, airports, and railroads. In addition, the Noise Element identifies several polices to minimize the impacts of excessive noise levels throughout the community and establishes noise level requirements for all land uses. To protect City of Calimesa residents from excessive noise, the Noise Element contains the following policies related to the Project: (Urban Crossroads, 2024, pp. 13-14)

POLICY N-1: Future development that could increase ambient noise levels shall be required to mitigate the anticipated noise increase to the extent possible.

POLICY N-2: Noise-sensitive uses (such as schools, libraries, homes, hospitals, and medical facilities) shall be discouraged in areas where noise levels exceed acceptable limits.

POLICY N-3: Noise-tolerant land uses should be located in areas that are expected to be subject to noise for the foreseeable future, such as transportation corridors.

POLICY N-4: Encourage noise-tolerant land uses such as commercial or industrial development to locate in areas already committed to land uses that are noise producing.

POLICY N-7: Consider the following uses to be sensitive to noise and vibration, and discourage these uses in areas where existing or projected future noise levels would be in excess of 65 dBA CNEL and/or vibration would be more than 0.0787 peak particle velocity (inches per

second): Schools, Hospitals, Rest homes, Long-term care facilities, Mental care facilities, Residential uses, Libraries and Passive recreation uses.

POLICY N-9: The City will work to create and preserve a quiet living environment for all residential neighborhoods.

POLICY N-10: When making decisions regarding changes to the General Plan or Zoning Maps, or regarding the suitability of a proposed use, the noise compatibility by land use standards ([General Plan] Exhibit 3-A) shall apply.

POLICY N-11: Maintain City standards for maximum exterior non-transportation noise levels shown on Exhibit 3-B to which land designated for residential land uses may be exposed for any 30-minute period on any day. Where existing ambient noise levels exceed these standards, the ambient noise level shall be highest allowable noise level as measured in dBA Leq.

POLICY N-12: The noise levels specified in Policy N-11 shall be lowered by 5 dBA for simple tonal noises (such as humming sounds), noises consisting primarily of speech or music, or recurring impulsive noises (such as pile drivers, punch presses, and similar machinery).

POLICY N-13: The City may impose exterior noise standards which are less restrictive than those specified on Exhibit 3-B.

POLICY N-16: Developers of new residential or other noise-sensitive uses which are placed in environments subject to existing or projected noise exceeding the Completely Compatible guidelines on [General Plan] Exhibit 3-A shall be responsible for ensuring that acceptable exterior and interior noise levels will be achieved.

POLICY N-18: The City encourages good acoustical design in new construction.

POLICY N-21: An acoustical study shall be required for new residential development in areas within a designated CNEL contour of 60 dB or greater to determine what level of sound insulation, landscape buffer, or sound attenuation wall, if any, is required to meet the CNEL acceptable interior noise level of 45 dBA.

POLICY N-23: Residential development in areas adjacent to the freeway, arterial streets, the railroad, and other noise sources shall be designed to reduce the potential for noise impacts.

POLICY N-27: Ensure compatibility between industrial and commercial development and adjacent land uses. To achieve compatibility, industrial and commercial development projects may be required to include noise mitigation measures to avoid or minimize project impacts on adjacent uses.

POLICY N-28: Require that loading docks/delivery areas of commercial or industrial land uses and similar noise sources be designed to minimize potential noise impacts on adjacent noise-sensitive land uses.

POLICY N-31: Ensure that construction activities are regulated to establish hours of operation in order to prevent and/or mitigate the generation of excessive or adverse noise impacts on surrounding areas.

POLICY N-32: Require that all construction equipment be kept properly tuned and use noise reduction features (e.g., mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer.

The noise criteria identified in the City of Calimesa General Plan Policies N-10 and N-16 are guidelines to evaluate the land use compatibility of transportation related noise. The compatibility criteria, shown in Table 4.13-4, *Noise Compatibility by Land Use Type*, provides the City with a planning tool to gauge the compatibility of land uses relative to existing and future exterior noise levels. (Urban Crossroads, 2024, p. 15)

Table 4.13-4 Noise Compatibility by Land Use Type

Land Use Designations	Completely Compatible	Tentatively Compatible	Normally Incompatible	Completely Incompatible
All Residential (Single- and Multi-Family)	Less than 60 dBA	60-70 dBA	70-75 dBA	Greater than 75 dBA
All Nonresidential (Commercial, Industrial & Institutional)	Less than 70 dBA	70-75 dBA	Greater than 75 dBA	(1)
Public Parks (Lands on which public parks are located or planned)	Less than 65 dBA	65-70 dBA	70-75 dBA	Greater than 75 dBA

All noise levels shown in this table are designated CNEL.
1. To be determined as part of the project review process.
(Urban Crossroads, 2024, Exhibit 3-A)

According to compatibility criteria presented in Table 4.13-4, the noise-sensitive land uses within PA 2 (multi-family residential or church) residential land uses are considered completely compatible with exterior noise levels below 60 dBA CNEL, tentatively compatible with unmitigated exterior noise levels ranging from 60-70 dBA CNEL, normally incompatible with unmitigated exterior noise levels ranging from 70-75 dBA CNEL, and completely incompatible with unmitigated exterior noise levels of greater than 75 dBA CNEL. Nonresidential land uses (such as the Project's business park and truck/trailer storage uses) are considered completely compatible with unmitigated exterior noise levels of less than 70 dBA CNEL and tentatively compatible with unmitigated exterior noise levels ranging from 70-75 dBA CNEL, and normally incompatible with unmitigated exterior noise levels greater than 75 dBA CNEL. (Urban Crossroads, 2024, p. 15)

The noise criteria identified in the City of Calimesa Noise Element Policies N-11, N-12, and N-13 are designed to control the off-site Project related non-transportation noise source activities. These standards, presented in Table 4.13-5, *Exterior Noise Level Standards for Non-Transportation Noise*, are typically codified in the City's Municipal Code. As shown in Table 4.13-5, the General Plan identifies daytime exterior noise level standards of 60 dBA Leq for the Project-related off-site noise source activities to the nearest noise sensitive single family residential land uses. During the nighttime hours, the exterior noise level limit is reduced to 50 dBA Leq. (Urban Crossroads, 2024, p. 15)

Table 4.13-5 Exterior Noise Level Standards for Non-Transportation Noise

Land Use Type	Time Period	Maximum Noise Level (dBA)
Single-Family Homes and Duplexes	10 P.M. to 7 A.M.	50
	7 A.M. to 10 P.M.	60
Multi-Family Residential – 3 or More Units Per Building (Triplex +)	10 P.M. to 7 A.M.	55
	7 A.M. to 10 P.M.	60

Note: Values shown in Leq.
(Urban Crossroads, 2024, Exhibit 3-B)

Construction activity can result in varying degrees of ground-borne vibration, depending on the equipment and methods used, distance to the affected structures and soil type. Construction vibration is generally associated with pile driving and rock blasting. Other construction equipment such as air compressors, light trucks, hydraulic loaders, etc., generates little or no ground vibration. Occasionally large bulldozers and loaded trucks can cause perceptible vibration levels at close proximity. The City of Calimesa General Plan Policy N-7 identifies a readily perceptible peak particle velocity (PPV) threshold of 0.0787 inches per second to assess potential vibration impacts at sensitive receiver locations. (Urban Crossroads, 2024, p. 17)

2. City of Calimesa Municipal Code

Chapter 8.15 (Noise Abatement and Control) of the City of Calimesa Municipal Code is the City's adopted noise ordinance and outlines the performance standards to control the non-transportation noise impacts (Urban Crossroads, 2024, p. 16).

Municipal Code Section 8.15.040 presents the maximum one-hour average sound level (dBA Leq) exterior noise limits by land use. For low density residential land use, Section 8.15.040[B] identifies a daytime exterior noise level limit of 50 dBA Leq and nighttime exterior noise level limit of 40 dBA Leq. This is much lower that the exterior noise standards presented in the General Plan Noise Element (as shown in Table 4.13-5). However, consistent with General Plan Policy N-11, where the existing ambient noise levels exceed these standards, the ambient noise level shall be the highest allowable noise level as measured in dBA Leq. This follows General Plan Policy N-13 suggesting that the City may impose exterior noise standards which are less restrictive than those specified in Table 4.13-5. (Urban Crossroads, 2024, p. 16)

To control noise impacts associated construction activities, the City of Calimesa has established limits to the hours of construction activities. Calimesa Municipal Code 8.15.080[A] states that it is unlawful for any person, including the City, to operate any single or a combination of powered construction equipment at any construction site before 7:00 a.m. or after 7:00 p.m. These limits are extended to before 10:00 a.m. or after 5:00 p.m. on weekends and holidays. To evaluate the Project construction noise activities, Section 8.15.080[B] requires that construction equipment shall not cause noise at a level in excess of 75 decibels for more than eight hours during any 24-hour period when measured at or within the property lines of any property which is developed and used either in part or in whole for residential purposes. While Section 8.15.080 permits higher noise level limits for shorter durations, all construction activities are required to satisfy the construction-related noise level threshold of 75 dBA Leq. (Urban Crossroads, 2024, p. 16)

4.13.5 Basis for Determining Significance

A. *Significance Thresholds*

According to Section XIII of the CEQA Guidelines, the proposed Project would result in a significant noise impact if the Project or any Project-related component would result in:

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;*

b. *Generation of excessive ground borne vibration or ground borne noise levels; or*

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.*

Table 4.13-6, *Significance Criteria Summary*, shows the significance criteria used to evaluate the Project's potential impacts due to noise increases. Refer to Section 4 of the Project's Noise Study (EIR *Technical Appendix N*) for a discussion of the significance criteria. The threshold criteria used to determine the significance of the Project's noise and ground borne vibration impacts related to the Project's construction, long-term on-site operations, and long-term off-site traffic are based on the City of Calimesa General Plan and Municipal Code, as discussed previously in subsection 4.13.4.C.

4.13.6 Impact Analysis

Threshold a.:	***Would the Project result in the 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?***

The analyses below evaluate three components of the Project that would generate noise – the construction process, on-site operational activities, and off-site traffic.

Table 4.13-6 Significance Criteria Summary

Analysis	Receiving Land Use	Condition(s)	Significance Criteria	
			Daytime	Nighttime
Off-Site Traffic	Noise-Sensitive[1]	If ambient is < 60 dBA CNEL	≥ 5 dBA CNEL Project increase	
		If ambient is 60 - 65 dBA CNEL	≥ 3 dBA CNEL Project increase	
		If ambient is > 65 dBA CNEL	≥ 1.5 dBA CNEL Project increase	
	Non-Noise-Sensitive[2]	If ambient is > 70 dBA CNEL	≥ 3 dBA CNEL Project increase	
Operational	Noise-Sensitive	Exterior Noise Level Standards[3]	50 dBA L_{eq}	40 dBA L_{eq}
		If ambient is < 60 dBA L_{eq}[1]	≥ 5 dBA L_{eq} Project increase	
		If ambient is 60 - 65 dBA L_{eq}[1]	≥ 3 dBA L_{eq} Project increase	
		If ambient is > 65 dBA L_{eq}[1]	≥ 1.5 dBA L_{eq} Project increase	
Construction	Noise-Sensitive	Permitted between the weekday hours 7:00 a.m. and 7:00 p.m.[4]		
		Noise Level Threshold[5]	75 dBA L_{eq}	40 dBA L_{eq}[3]
		Vibration Level Threshold[6]	0.0787 PPV (in/sec)	n/a

[1] FICON, 1992.
[2] City of Calimesa General Plan Noise Element, Table N-C (See Exhibit 3-A).
[3] City of Calimesa Municipal Code Section 8.15.040. Exterior noise level standards may be adjusted to reflect the ambient conditions consistent with General Plan Policy N-11.
[4] City of Calimesa Municipal Code Section 8.15.080[A].
[5] City of Calimesa Municipal Code Section 8.15.080[B].
[6] City of Calimesa General Plan Policy N-7.
"Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.
Source: (Urban Crossroads, 2024, Table 4-1)

B. Construction Noise

The Project Applicant anticipates that the Project's construction would occur in two phases, with development of the four business park buildings and the two truck trailer storage uses in the proposed OVNSP Planning Area 1 occurring in Phase 1, and construction of either 223 multi-family dwelling units or a church within OVNSP Planning Area 2 occurring as part of Phase 2. The majority of the Project's construction activities would be required to comply with Calimesa Municipal Code Section 8.15.080(A), which restricts construction activities before 7:00 a.m. or after 7:00 p.m. during weekdays, and restricts construction activities during the weekends and holidays to between the hours of 10:00 a.m. and 5:00 p.m. However, it is anticipated that nighttime concrete pouring activities would occur as a part of the construction of the four warehouse buildings within OVNSP Planning Area 1. Pouring concrete at night instead of during the day is often required because cooler air temperatures at night allow concrete to cure at a stronger strength than during the heat of the day. Project-related construction noise would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction. Nighttime construction activities would require the issuance of a variance by the City of Calimesa Planning Director as required by Section 8.15.200 (Variances) of Chapter 8.15 (Noise Abatement and Control) of the City of Calimesa Municipal Code.

Noise generated by the Project's construction equipment would include a combination of trucks, power tools, concrete mixers, and portable generators that when combined can reach high levels. The number and mix of construction equipment are expected to occur in the following stages: demolition, site preparation, grading, building construction, paving, architectural coating. See Section 3.0, *Project Description*, for more detail about the Project's construction characteristics.

1. Reference Noise Levels – Daytime Construction Activities

To describe construction noise activities, this construction noise analysis was prepared using reference construction equipment noise levels from the Federal Highway Administration (FHWA) published the Roadway Construction Noise Model (RCNM), which includes a national database of construction equipment reference noise emission levels. The RCNM equipment database provides a comprehensive list of the noise generating characteristics for specific types of construction equipment. In addition, the database provides an acoustical usage factor to estimate the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation. Consistent with FTA guidance for general construction noise assessment, Table 4.13-7, *Construction Reference Noise Levels*, presents the combined noise levels for the loudest construction equipment, assuming they operate at the same time. (Urban Crossroads, 2024, pp. 57, 59)

2. Reference Noise Levels – Nighttime Concrete Pouring Activities

As previously noted, nighttime concrete pouring activities would occur as a part of the Project's construction activities. Pursuant to Section 8.15.200 (Variances) of the City's Municipal Code, the Project Applicant would be required to apply to the City of Calimesa Planning Director for a variance to the timing restrictions specified by Calimesa Municipal Code Section 8.15.080(A). Any nighttime construction noise activities are evaluated in a manner that reflects the existing ambient noise conditions, as required pursuant to General Plan Policy N-1. (Urban Crossroads, 2024, p. 59)

To estimate the noise levels due to nighttime concrete pour activities, sample reference noise level measurements were taken during a nighttime concrete pour at a construction site. Urban Crossroads collected short-term nighttime concrete pour reference noise level measurements during the noise-sensitive nighttime hours between 1:00 a.m. to 2:00 a.m. at 27334 San Bernardino Avenue in the City of Redlands. The reference noise levels describe the expected concrete pour noise sources that may include concrete mixer truck movements and pouring activities, concrete paving equipment, rear mounted concrete mixer truck backup alarms, engine idling, air brakes, generators, and workers communicating/whistling. (Urban Crossroads, 2024, p. 61)

To describe the nighttime concrete pour noise levels associated with the construction of the proposed Project, this analysis relies on reference sound pressure level of 67.7 dBA Leq at 50 feet representing a sound power level (Lw) of 100.3 dBA Lw. While the Project's noise levels would depend on the actual duration of activities and specific equipment fleet in use at the time of construction, the reference sound power level of 100.3 dBA Lw is used to describe the expected Project nighttime concrete pour noise activities. (Urban Crossroads, 2024, p. 61)

Table 4.13-7 Construction Reference Noise Levels

Construction Stage	Reference Construction Activity	Reference Noise Level @ 50 Feet (dBA L_{eq})[1]	Combined Noise Level (dBA L_{eq})[2]	Combined Sound Power Level (PWL)[3]
Site Preparation	Crawler Tractors	78	80	112
	Hauling Trucks	72		
	Rubber Tired Dozers	75		
Grading	Graders	81	83	115
	Excavators	77		
	Compactors	76		
Building Construction	Cranes	73	81	113
	Tractors	80		
	Welders	70		
Paving	Pavers	74	83	115
	Paving Equipment	82		
	Rollers	73		
Architectural Coating	Cranes	73	77	109
	Air Compressors	74		
	Generator Sets	70		

[1] FHWA Roadway Construction Noise Model (RCNM).
[2] Represents the combined noise level for all equipment assuming they operate at the same time consistent with FTA Transit Noise and Vibration Impact Assessment guidance.
[3] Sound power level represents the total amount of acoustical energy (noise level) produced by a sound source independent of distance or surroundings. Sound power levels calibrated using the CadnaA noise model at the reference distance to the noise source.
Source: (Urban Crossroads, 2024, Table 11-1)

3. *Construction Noise Analysis – Daytime*

The limits of Project construction activity include on-site areas and the off-site roadway and utility improvements needed to support the Project's development. To assess the worst-case construction noise levels, the Project construction noise analysis relies on the highest noise level impacts when multiple pieces of equipment with the highest reference noise level are operating at the closest point from the edge of primary construction activity (Project site boundary) to each receiver location. This methodology likely overstates the noise impact, as it is unlikely that multiple pieces of construction equipment with high noise levels will all be operating in the same location on the boundary of the Project site at the same time.

Using the reference construction equipment noise levels and the CadnaA noise prediction model, calculations of the Project daytime construction noise level impacts at the nearby sensitive receiver locations were completed. As shown on Table 4.13-8, *Daytime Construction Equipment Noise Level Summary*, the daytime construction noise levels are expected to range from 54.9 to 68.0 dBA Leq at the nearby receiver locations. Appendix 11.1 to the Project's NIA (*Technical Appendix N*) includes the detailed CadnaA construction noise model inputs. (Urban Crossroads, 2024, p. 59)

Table 4.13-8 Daytime Construction Equipment Noise Level Summary

Receiver Location[1]	Construction Noise Levels (dBA L_{eq})					
	Site Preparation	Grading	Building Construction	Paving	Architectural Coating	Highest Levels[2]
R1	64.8	67.8	65.8	67.8	61.8	67.8
R2	65.0	68.0	66.0	68.0	62.0	68.0
R3	62.6	65.6	63.6	65.6	59.6	65.6
R4	57.4	60.4	58.4	60.4	54.4	60.4
R5	59.6	62.6	60.6	62.6	56.6	62.6
R6	60.7	63.7	61.7	63.7	57.7	63.7
R7	58.5	61.5	59.5	61.5	55.5	61.5
R8	51.9	54.9	52.9	54.9	48.9	54.9

1 Construction noise source and receiver locations are shown on Exhibit 11-A of the Project's NIA (*Technical Appendix N*).

2 Construction noise level calculations based on distance from the construction activity, which is measured from the Project site boundary to the nearest receiver locations. CadnaA construction noise model inputs are included in Appendix 11.1 to the Project's NIA.

Source: (Urban Crossroads, 2024, Table 11-2)

As shown in Table 4.13-9, *Daytime Construction Noise Level Compliance*, the construction noise analysis shows that daytime Project-related construction noise levels at the nearest receiver locations would not exceed the 75 dBA Leq significance threshold established by Section 8.15.080 of the City's Municipal Code. Therefore, the noise impacts due to Project daytime construction noise would be less than significant at all receiver locations. (Urban Crossroads, 2024, p. 60)

4. Construction Noise Analysis – Nighttime Concrete Pour Activities

As shown on Table 4.13-10, *Nighttime Concrete Pour Noise Level Compliance*, the noise levels associated with the nighttime concrete pour activities are estimated to range from 36.4 to 41.6 dBA Leq at the nearest sensitive receptors locations and would not exceed the City of Calimesa nighttime exterior noise level standards once adjusted to reflect the ambient conditions pursuant to the City's General Plan Noise Element. Based on the results of the analysis, all nearest noise receiver locations would experience less-than-significant impacts due to the Project-related nighttime concrete pour activities. Appendix 11.2 to the Project's NIA (*Technical Appendix N*) includes the CadnaA nighttime concrete pour noise model inputs. (Urban Crossroads, 2024, p. 61)

C. On-Site Operational Noise

This operational noise analysis is intended to describe noise level impacts associated with the expected typical of daytime and nighttime activities at the Project site. Consistent with similar business park uses, business operations associated with the Project's warehouse uses primarily would be conducted within the enclosed building, except for traffic movement, parking, as well as loading and unloading of trucks at designated loading

Table 4.13-9 Daytime Construction Noise Level Compliance

Receiver Location[1]	Construction Noise Levels (dBA L_{eq})		
	Highest Construction Noise Levels[2]	Threshold[3]	Threshold Exceeded?[4]
R1	67.8	75	No
R2	68.0	75	No
R3	65.6	75	No
R4	60.4	75	No
R5	62.6	75	No
R6	63.7	75	No
R7	61.5	75	No
R8	54.9	75	No

1 Construction noise source and receiver locations are shown on Exhibit 11-A of the Project's NIA (*Technical Appendix N*).
2 Highest construction noise level calculations based on distance from the construction noise source activity to the nearest receiver locations as shown on Table 4.13-8.
3 City of Calimesa Municipal Code Section 8.15.080(B).
4 Do the estimated Project construction noise levels exceed the construction noise level threshold?
Source: (Urban Crossroads, 2024, Table 11-3)

Table 4.13-10 Nighttime Concrete Pour Noise Level Compliance

Receiver Location[1]	Concrete Pour Construction Noise Levels (dBA L_{eq})		
	Exterior Noise Levels[2]	Threshold[3]	Threshold Exceeded?[4]
R1	37.9	62.9	No
R2	39.8	60.7	No
R3	38.6	58.1	No
R4	39.6	58.1	No
R5	37.4	58.1	No
R6	41.6	58.1	No
R7	36.4	58.1	No
R8	37.3	50.0	No

1 Nighttime Concrete Pour noise source and receiver locations are shown on Exhibit 11-B of the Project's NIA (*Technical Appendix N*).
2 Nighttime Concrete Pour noise model inputs are included in Appendix 11.2 to the Project's NIA.
3 Exterior noise level standards adjusted to reflect the ambient conditions consistent with General Plan Policy N-11.
4 Do the estimated Project construction noise levels exceed the construction noise level threshold?
(Urban Crossroads, 2024, Table 11-4)

bays. The on-site Project-related noise sources are expected to include cold storage loading dock activity, tractor trailer storage activity, roof-top air conditioning units, trash enclosure activity, parking lot vehicle movements, truck movements, and outdoor activity. In addition, the operational noise analysis includes the

planned 12-foot-high screen walls surrounding the cold storage loading dock areas and the 8-foot-high truck/trailer storage lot screen wall, which are depicted on Figure 4.13-3, *Operational Noise Source Locations*. (Urban Crossroads, 2024, p. 47)

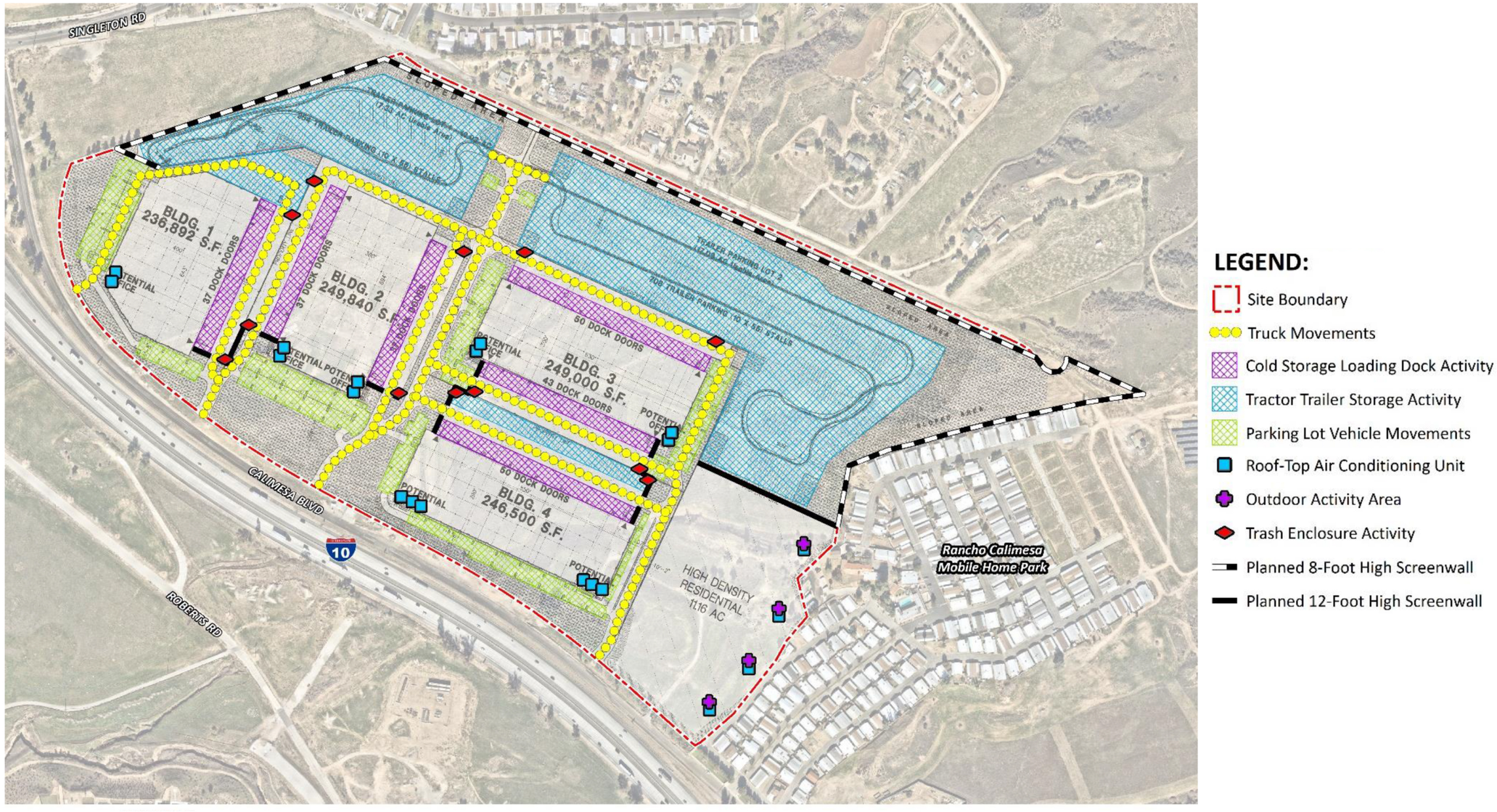
2. Operational Reference Noise Levels

To estimate the Project operational noise impacts, reference noise level measurements were collected from similar types of activities to represent the noise levels expected with the development of the proposed Project. The reference noise level measurements shown on Table 4.13-11, *Operational Reference Noise Level Measurements*, were used to estimate the Project operational noise impacts. It is important to note that the projected noise levels assume the worst-case noise environment with the cold storage loading dock activity, tractor trailer storage activity, roof-top air conditioning units, trash enclosure activity, parking lot vehicle movements, truck movements and outdoor activity all operating at the same time. These sources of noise activity will likely vary throughout the day. Refer to Subsection 10.2 of the Project's NIA (*Technical Appendix N*) for a detailed discussion of the reference noise levels used in the analysis. (Urban Crossroads, 2024, p. 47)

The reference noise level measurements presented herein were collected using a Larson Davis LxT Type 1 precision sound level meter (serial number 01146). The LxT sound level meter was calibrated using a Larson-Davis calibrator, Model CAL 200, was programmed in "slow" mode to record noise levels in "A" weighted form and was located at approximately five feet above the ground elevation for each measurement. The sound level meters and microphones were equipped with a windscreen during all measurements. All noise level measurement equipment satisfies the American National Standards Institute (ANSI) standard specifications for sound level meters ANSI S1.4-2014/IEC 61672-1:2013. (Urban Crossroads, 2024, p. 47)

3. CadnaA Noise Prediction Model

To fully describe the exterior operational noise levels from the Project, Urban Crossroads developed a noise prediction model using the CadnaA (Computer Aided Noise Abatement) computer program. CadnaA can analyze multiple types of noise sources using the spatially accurate Project site plan, georeferenced Nearmap aerial imagery, topography, buildings, and barriers in its calculations to predict outdoor noise levels. Using the ISO 9613-2 protocol, CadnaA will calculate the distance from each noise source to the noise receiver locations, using the ground absorption, distance, and barrier/building attenuation inputs to provide a summary of noise level at each receiver and the partial noise level contributions by noise source. Consistent with the ISO 9613-2 protocol, the CadnaA noise prediction model relies on the reference sound power level (Lw) to describe individual noise sources. While sound pressure levels (e.g., Leq) quantify in decibels the intensity of given sound sources at a reference distance, sound power levels (Lw) are connected to the sound source and are independent of distance. Sound pressure levels vary substantially with distance from the source and diminish because of intervening obstacles and barriers, air absorption, wind, and other factors. Sound power is the acoustical energy emitted by the sound source and is an absolute value that is not affected by the environment. (Urban Crossroads, 2024, p. 51)



Source(s): Urban Crossroads (11-16-2023)

Not to Scale

Figure 4.13-3

Operational Noise Source Locations

Table 4.13-11 Operational Reference Noise Level Measurements

Noise Source[1]	Noise Source Height (Feet)	Min./ Hour[2]		Reference Noise Level (dBA L_{eq}) @ 50 Feet	Sound Power Level (dBA)[3]
		Day	Night		
Loading Dock Activity	8'	60	60	62.8	103.4
Tractor Trailer Storage Activity	8'	60	60	62.8	103.4
Roof-Top Air Conditioning Units	5'	39	28	57.2	88.9
Trash Enclosure Activity	5'	60	30	57.3	89.0
Parking Lot Vehicle Activity	5'	60	60	52.6	84.3
Truck Movements	8'	60	60	59.8	93.2
Outdoor Activities	5'	60	0	49.4	81.1

1 As measured by Urban Crossroads, Inc.
2 Anticipated duration (minutes within the hour) of noise activity during typical hourly conditions expected at the Project site.
3 Sound power level represents the total amount of acoustical energy (noise level) produced by a sound source independent of distance or surroundings. Sound power levels calculated using the CadnaA noise model at the reference distance to the noise source. Numbers may vary due to size differences between point and area noise sources.

"Daytime" = 7:00 a.m. - 10:00 p.m.; "Nighttime" = 10:00 p.m. - 7:00 a.m.
(Urban Crossroads, 2024, Table 10-1)

The operational noise level calculations provided in the Project's NIA (*Technical Appendix N*) account for the distance attenuation provided due to geometric spreading, when sound from a localized stationary source (i.e., a point source) propagates uniformly outward in a spherical pattern. A default ground attenuation factor of 0.5 was used in the CadnaA noise analysis to account for mixed ground representing a combination of hard and soft surfaces. Appendix 10.1 to the Project's NIA includes the detailed noise model inputs including the planned 12-foot-high screen walls surrounding the cold storage loading dock areas and the 8-foot-high truck/trailer storage lot screen wall that were used to estimate the Project operational noise levels presented in this section. (Urban Crossroads, 2024, p. 51)

4. Project Operational Noise Levels

Using the reference noise levels to represent the proposed Project operations that include cold storage loading dock activity, tractor trailer storage activity, roof-top air conditioning units, trash enclosure activity, parking lot vehicle movements, truck movements, and outdoor activity, Urban Crossroads calculated the operational source noise levels that are expected to be generated at the Project site and the Project-related noise level increases that would be experienced at each of the sensitive receiver locations. Table 4.13-12, *Daytime Project Operational Noise Levels*, shows the Project operational noise levels during the daytime hours of 7:00 a.m. to 10:00 p.m. The daytime hourly noise levels at the off-site receiver locations are expected to range from 43.5 to 50.4 dBA Leq. Table 4.13-13, *Nighttime Project Operational Noise Levels*, shows the Project operational noise levels during the nighttime hours of 10:00 p.m. to 7:00 a.m. The nighttime hourly noise levels at the off-site receiver locations are expected to range from 43.4 to 50.0 dBA Leq. The differences between the daytime

and nighttime noise levels are largely related to the estimated duration of noise activity as outlined in Table 4.13-11 and Appendix 10.1 to the Project's NIA (*Technical Appendix N*). (Urban Crossroads, 2024, pp. 51-52)

Table 4.13-12 Daytime Project Operational Noise Levels

Noise Source[1]	Operational Noise Levels by Receiver Location (dBA Leq)													
	R1	R2	R3	R4	R5	R6	R7	R8	FUT1	FUT2	FUT3	ON1	ON2	ON3
Cold Storage Loading Dock Activity	39.1	41.7	41.0	39.3	37.2	40.1	37.0	34.2	37.8	36.0	35.0	35.3	45.9	43.2
Tractor Trailer Storage Activity	42.4	44.4	42.3	40.0	38.9	45.4	37.7	31.0	39.0	37.9	36.1	37.4	45.0	43.3
Roof-Top Air Conditioning Units	29.7	30.0	30.6	30.5	31.7	37.1	43.9	32.1	28.8	27.5	28.2	41.2	40.6	41.1
Trash Enclosure Activity	27.2	28.7	24.9	23.9	24.3	28.7	25.5	19.9	22.5	23.4	23.1	29.7	33.5	29.6
Parking Lot Vehicle Activity	20.2	23.0	23.1	21.1	20.5	25.3	23.5	21.1	20.1	19.1	17.5	32.2	34.0	28.0
Truck Movements	30.1	33.5	33.5	30.2	28.5	33.3	29.7	28.3	28.8	27.3	26.6	36.6	42.6	35.8
Outdoor Activities	9.6	11.1	12.5	15.1	20.0	27.7	36.4	19.2	14.7	13.5	15.6	29.9	31.1	34.5
Total (All Noise Sources)	**44.5**	**46.7**	**45.2**	**43.2**	**42.0**	**47.3**	**46.2**	**38.1**	**42.0**	**40.6**	**39.4**	**44.8**	**50.3**	**48.0**

1 See Exhibit 10-A of the Project's NIA (*Technical Appendix N*) for the noise source locations. CadnaA noise model calculations are included in Appendix 10.1.

(Urban Crossroads, 2024, Table 10-2)

Table 4.13-13 Nighttime Project Operational Noise Levels

Noise Source[1]	Operational Noise Levels by Receiver Location (dBA Leq)													
	R1	R2	R3	R4	R5	R6	R7	R8	FUT1	FUT2	FUT3	ON1	ON2	ON3
Cold Storage Loading Dock Activity	39.1	41.7	41.0	39.3	37.2	40.1	37.0	34.2	37.8	36.0	35.0	35.3	45.9	43.2
Tractor Trailer Storage Activity	42.4	44.4	42.3	40.0	38.9	45.4	37.7	31.0	39.0	37.9	36.1	37.4	45.0	43.3
Roof-Top Air Conditioning Units	27.3	27.6	28.2	28.1	29.3	34.7	41.5	29.7	26.4	25.1	25.8	38.7	38.2	38.6
Trash Enclosure Activity	23.2	24.8	21.0	19.9	20.3	24.7	21.6	15.9	18.5	19.4	19.2	25.7	29.5	25.6
Parking Lot Vehicle Activity	20.2	23.0	23.1	21.1	20.5	25.3	23.5	21.1	20.1	19.1	17.5	32.2	34.0	28.0
Truck Movements	30.1	33.5	33.5	30.2	28.5	33.3	29.7	28.3	28.8	27.3	26.6	36.6	42.6	35.8
Outdoor Activities	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total (All Noise Sources)	**44.4**	**46.6**	**45.2**	**43.1**	**41.7**	**47.0**	**44.2**	**37.5**	**41.9**	**40.5**	**39.1**	**43.6**	**49.9**	**47.3**

1 See Exhibit 10-A of the Project's NIA (*Technical Appendix N*) for the noise source locations. CadnaA noise model calculations are included in Appendix 10.1.

(Urban Crossroads, 2024, Table 10-3)

To demonstrate compliance with local noise regulations, the Project-only operational noise levels are evaluated against exterior noise level thresholds based on the City of Calimesa exterior noise level standards at nearby noise-sensitive receiver locations. Table 4.13-14, *Operational Noise Level Compliance*, shows the operational noise levels associated with the proposed Project would not exceed the City of Calimesa daytime and nighttime exterior noise level standards adjusted to reflect the ambient conditions at all nearby receiver locations. Therefore, the Project's operational noise impacts would be less than significant at the nearby noise-sensitive receiver locations during both daytime and nighttime operations. (Urban Crossroads, 2024, p. 52)

Table 4.13-14 Operational Noise Level Compliance

Receiver Location[1]	Measurement Location[3]	Project Operational Noise Levels (dBA Leq)[2]		Noise Level Standards (dBA Leq)[3]		Noise Level Standards Exceeded?[4]	
		Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
R1	L1	44.5	44.4	64.5	62.9	No	No
R2	L2	46.7	46.6	63.4	60.7	No	No
R3	L3	45.2	45.2	60.0	58.1	No	No
R4	L3	43.2	43.1	60.0	58.1	No	No
R5	L3	42.0	41.7	60.0	58.1	No	No
R6	L3	47.3	47.0	60.0	58.1	No	No
R7	L3	46.2	44.2	60.0	58.1	No	No
R8	L4	38.1	37.5	60.0	50.0	No	No
FUT1	L3	42.0	41.9	60.0	58.1	No	No
FUT2	L3	40.6	40.5	60.0	58.1	No	No
FUT3	L3	39.4	39.1	60.0	58.1	No	No
ON1	L3	44.8	43.6	60.0	58.1	No	No
ON2	L3	50.3	49.9	60.0	58.1	No	No
ON3	L3	48.0	47.3	60.0	58.1	No	No

1 See Exhibit 10-A of the Project's NIA (*Technical Appendix N*) for the receiver locations.
2 Proposed Project operational noise levels as shown on Table 4.13-12 and Table 4.13-13.
3 Exterior noise level standards adjusted to reflect the ambient conditions consistent with General Plan Policy N-11.
4 Do the estimated Project operational noise source activities exceed the noise level standards?
"Daytime" = 7:00 a.m. - 10:00 p.m.; "Nighttime" = 10:00 p.m. - 7:00 a.m.
(Urban Crossroads, 2024, Table 10-4)

5. Project Operational Noise Level Increases

To describe the Project operational noise level increases, the Project operational noise levels are combined with the existing ambient noise levels measurements for the nearby receiver locations potentially impacted by Project operational noise sources. The difference between the combined Project and ambient noise levels describes the Project noise level increases to the existing ambient noise environment. Noise levels that would be experienced at receiver locations when Project-source noise is added to the daytime and nighttime ambient conditions. Noise levels that would be experienced at receiver locations when Project-source noise is added to the daytime and nighttime ambient conditions are presented in Table 4.13-15, *Daytime Project Operational Noise Increases*, and Table 4.13-16, *Nighttime Project Operational Noise Increases*, respectively. As indicated in Table 4.13-15, the Project would generate a daytime operational noise level increases ranging from 0.0 to 3.0 dBA Leq at the nearest receiver locations. Table 4.13-16 shows that the Project would generate a nighttime operational noise level increases ranging from 0.0 to 4.5 dBA Leq at the nearest receiver locations. The Project-related operational noise level increases would not exceed the operational noise level increase significance criteria presented in Table 4.13-6. Therefore, the incremental Project operational noise level increase would be less than significant at all receiver locations. (Urban Crossroads, 2024, pp. 54-55)

Table 4.13-15 Daytime Project Operational Noise Increases

Receiver Location[1]	Total Project Operational Noise Level[2]	Measurement Location[3]	Reference Ambient Noise Levels[4]	Combined Project and Ambient[5]	Project Increase[6]	Increase Criteria[7]	Increase Criteria Exceeded?
R1	44.5	L1	64.5	64.5	0.0	3.0	No
R2	46.7	L2	63.4	63.5	0.1	3.0	No
R3	45.2	L3	55.7	56.1	0.4	5.0	No
R4	43.2	L4	48.9	49.9	1.0	5.0	No
R5	42.0	L5	54.1	54.4	0.3	5.0	No
R6	47.3	L6	47.3	50.3	3.0	5.0	No
R7	46.2	L7	50.4	51.8	1.4	5.0	No
R8	38.1	L8	60.5	60.5	0.0	3.0	No

1 See Exhibit 10-A of the Project's NIA (*Technical Appendix N*) for the receiver locations.
2 Total Project daytime operational noise levels as shown on Table 4.13-12.
3 Reference noise level measurement locations as shown on Exhibit 5-A of the Project's NIA.
4 Observed daytime ambient noise levels as shown on Table 4.13-2.
5 Represents the combined ambient conditions plus the Project activities.
6 The noise level increase expected with the addition of the proposed Project activities.
7 Significance increase criteria as shown on Table 4.13-6.
(Urban Crossroads, 2024, Table 10-5)

Table 4.13-16 Nighttime Project Operational Noise Increases

Receiver Location[1]	Total Project Operational Noise Level[2]	Measurement Location[3]	Reference Ambient Noise Levels[4]	Combined Project and Ambient[5]	Project Increase[6]	Increase Criteria[7]	Increase Criteria Exceeded?
R1	44.4	L1	62.9	63.0	0.1	3.0	No
R2	46.6	L2	60.7	60.9	0.2	3.0	No
R3	45.2	L3	58.1	58.3	0.2	5.0	No
R4	43.1	L4	47.1	48.6	1.5	5.0	No
R5	41.7	L5	50.9	51.4	0.5	5.0	No
R6	47.0	L6	44.5	49.0	4.5	5.0	No
R7	44.2	L7	47.6	49.2	1.6	5.0	No
R8	37.5	L8	60.5	60.5	0.0	3.0	No

1 See Exhibit 10-A of the Project's NIA (*Technical Appendix N*) for the receiver locations.
2 Total Project nighttime operational noise levels as shown on Table 4.13-13.
3 Reference noise level measurement locations as shown on Exhibit 5-A of the Project's NIA.
4 Observed nighttime ambient noise levels as shown on Table 4.13-2.
5 Represents the combined ambient conditions plus the Project activities.
6 The noise level increase expected with the addition of the proposed Project activities.
7 Significance increase criteria as shown on Table 4.13-6.
(Urban Crossroads, 2024, Table 10-6)

D. Off-Site Traffic Noise Analysis

1. FHWA Traffic Noise Prediction Model

The expected roadway noise level increases from vehicular traffic were calculated by Urban Crossroads using a computer program that replicates the Federal Highway Administration (FHWA) Traffic Noise Prediction Model- FHWA-RD-77-108. The FHWA Model arrives at a predicted noise level through a series of adjustments to the Reference Energy Mean Emission Level (REMEL). In California the national REMELs are substituted with the California Vehicle Noise (Calveno) Emission Levels. Adjustments are then made to the REMEL to account for: the roadway classification (e.g., collector, secondary, major or arterial); the roadway active width (i.e., the distance between the center of the outermost travel lanes on each side of the roadway); the total average daily traffic (ADT); the travel speed; the percentages of automobiles, medium trucks, and heavy trucks in the traffic volume; the roadway grade; the angle of view (e.g., whether the roadway view is blocked); the site conditions ("hard" or "soft" relates to the absorption of the ground, pavement, or landscaping); and the percentage of total ADT which flows each hour throughout a 24-hour period. Research conducted by Caltrans has shown that the use of soft site conditions is appropriate for the application of the FHWA traffic noise prediction model used in the analysis. (Urban Crossroads, 2024, p. 27)

2. Traffic Scenarios

As described in EIR Section 3.0, *Project Description*, the Project includes a combination of business park, truck trailer storage, and either multi-family residential or church uses. However, the future tenants of the Project's business park buildings within OVNSP Planning Area 1 are not currently known, and it is not known whether OVNSP Planning Area 2 would be developed with 223 multi-family dwelling units or a 1,200-person capacity church. As such, three different scenarios are considered herein for purposes of evaluating the Project's traffic-related noise impacts. Specifically, Scenario 1 considers buildout of proposed OVNSP Planning Area 1 with a mixture of high-cube warehouse uses (982,232 s.f.) in all four buildings and the two proposed truck/trailer storage lots, and assumes that OVNSP Planning Area 2 would be developed with 223 multi-family dwelling units. Scenario 2 considers buildout of proposed OVNSP Planning Area 1 with a mixture of high-cube parcel hub warehouse uses (982,232 s.f.) in all four buildings and the two trailer storage lots, and assumes that Planning Area 2 would be developed with 223 multi-family dwelling units. Scenario 3 assumes that OVNSP Planning Area 1 is developed with a mixture of high-cube warehouse uses (982,232 s.f.) and the two trailer storage lots, and assumes that OVNSP Planning Area 2 would be developed with the 1,200-seat church use.

3. Noise Contours

Noise contours were used to assess the Project's incremental 24-hour dBA CNEL traffic-related noise impacts at receiving land uses adjacent to roadways conveying Project traffic. The noise contours represent the distance to noise levels of a constant value and are measured from the center of the roadway for the 70, 65, and 60 dBA CNEL noise levels. The noise contours do not consider the effect of any existing noise barriers or topography that may attenuate ambient noise levels. In addition, because the noise contours reflect modeling of vehicular noise on area roadways, they appropriately do not reflect noise contributions from the surrounding stationary noise sources within the Project study area.

Pursuant to State CEQA Guidelines § 15125, the environmental baseline that is used for the analysis of project-specific impacts normally is based on the conditions that existed at the time the Project's Notice of Preparation (NOP) was circulated for public review, which for the proposed Project occurred on December 12, 2022. However, the proposed Project would not contribute any traffic to surrounding area roadways under existing (2022) conditions, as Phase I of the proposed Project (i.e., warehouse and truck trailer storage uses) would not be fully occupied until 2025, while full Project buildout (warehouse, truck trailer storage, and residential/church uses) is not expected to occur until 2028. Despite the fact that the "Existing plus Project" scenario would not actually occur, the Project's NIA includes an analysis off-site traffic noise for Existing (2022) conditions for both with and without the addition of Project traffic. The analysis conservatively assumes the land use scenario with the highest trip generation (i.e., Scenario 2 - Parcel Hub Warehouse & Truck/Trailer Lot). Accordingly, Table 4.13-17, *Existing Conditions (2022) Noise Levels*, provides a summary of exterior traffic noise levels for Existing conditions both with and without Project traffic, while Table 4.13-18, *Opening Year Cumulative (2025) Noise Levels*, Table 4.13-19, *Interim Year Cumulative (2028) Noise Levels*, and Table 4.13-20, *Horizon Year (2045) Noise Levels*, present a summary of the exterior traffic noise levels for Opening Year Cumulative (2025), Interim Cumulative (2028), and Horizon Year (2045) conditions, respectively. Appendix 7.1 to the Project's NIA includes a summary of the dBA CNEL traffic noise level contours for each of the traffic scenarios. (Urban Crossroads, 2024, p. 33)

Table 4.13-17 Existing Conditions (2022) Noise Levels

ID	Road	Segment	Receiving Land Use[1]	CNEL at Receiving Land Use (dBA)[2]	
				Existing No Project	Existing With Project
1	Calimesa Bl.	n/o Sandalwood Dr.	Sensitive	69.8	70.1
2	Calimesa Bl.	s/o Sandalwood Dr.	Sensitive	68.7	69.2
3	Calimesa Bl.	n/o Singleton Rd.	Sensitive	77.4	77.5
4	Calimesa Bl.	s/o Singleton Rd.	Non-Sensitive	77.2	79.1
5	Calimesa Bl.	n/o Cherry Valley Bl.	Sensitive	77.2	78.0
6	5th St.	e/o Sandalwood Dr.	Sensitive	61.3	61.4
7	Beckwith Av.	s/o Singleton Rd.	Sensitive	56.2	56.2
8	Singleton Rd.	w/o I-10 EB Ramps	Non-Sensitive	-	48.5
9	Singleton Rd.	e/o Calimesa Bl.	Sensitive	68.3	68.8
10	Singleton Rd.	w/o Singleton Cyn. Rd.	Sensitive	67.9	68.5
11	Singleton Rd.	e/o Singleton Cyn. Rd.	Sensitive	68.4	69.0
12	Cherry Valley Bl.	w/o Roberts Rd.	Sensitive	71.1	71.5
13	Cherry Valley Bl.	e/o Roberts Rd.	Non-Sensitive	72.7	72.9
14	Cherry Valley Bl.	e/o Calimesa Bl.	Non-Sensitive	69.6	70.2

[1] Based on a review of existing aerial imagery. Noise sensitive uses limited to existing residential land uses.
[2] The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use. Roadway segments 3-5 include the estimated I-10 Freeway off-site traffic noise levels.
(Urban Crossroads, 2024, Table 7-1)

Table 4.13-18 Opening Year Cumulative (2025) Noise Levels

ID	Road	Segment	Receiving Land Use[1]	CNEL at Receiving Land Use (dBA)[2]			
				Existing	No Project	High Cube (Scenario 1)	Parcel Hub (Scenario 2)
1	Calimesa Bl.	n/o Sandalwood Dr.	Sensitive	69.8	70.1	70.3	70.7
2	Calimesa Bl.	s/o Sandalwood Dr.	Sensitive	68.7	69.1	69.4	69.8
3	Calimesa Bl.	n/o Singleton Rd.	Sensitive	77.4	77.4	77.5	77.6
4	Calimesa Bl.	s/o Singleton Rd.	Non-Sensitive	77.2	77.3	78.6	79.1
5	Calimesa Bl.	n/o Cherry Valley Bl.	Sensitive	77.2	77.2	77.7	78.0
6	5th St.	e/o Sandalwood Dr.	Sensitive	61.3	61.6	61.6	61.6
7	Beckwith Av.	s/o Singleton Rd.	Sensitive	56.2	56.4	56.4	56.4
8	Singleton Rd.	w/o I-10 EB Ramps	Non-Sensitive	-	65.5	65.5	65.5
9	Singleton Rd.	e/o Calimesa Bl.	Sensitive	68.3	68.8	69.1	69.6
10	Singleton Rd.	w/o Singleton Cyn. Rd.	Sensitive	67.9	68.5	68.8	69.4
11	Singleton Rd.	e/o Singleton Cyn. Rd.	Sensitive	68.4	68.9	69.2	69.8
12	Cherry Valley Bl.	w/o Roberts Rd.	Sensitive	71.1	72.4	72.6	73.0
13	Cherry Valley Bl.	e/o Roberts Rd.	Non-Sensitive	72.7	74.0	74.1	74.3
14	Cherry Valley Bl.	e/o Calimesa Bl.	Non-Sensitive	69.6	72.9	73.0	73.4

[1] Based on a review of existing aerial imagery. Noise sensitive uses limited to existing residential land uses.
[2] The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use. Roadway segments 3-5 include the estimated I-10 Freeway off-site traffic noise levels.

(Urban Crossroads, 2024, Table 7-2)

Table 4.13-19 Interim Year Cumulative (2028) Noise Levels

ID	Road	Segment	Receiving Land Use[1]	CNEL at Receiving Land Use (dBA)[2]			
				Existing	No Project	High Cube (Scenario 1)	Parcel Hub (Scenario 2)
1	Calimesa Bl.	n/o Sandalwood Dr.	Sensitive	69.8	71.0	71.1	71.2
2	Calimesa Bl.	s/o Sandalwood Dr.	Sensitive	68.7	70.1	70.4	70.5
3	Calimesa Bl.	n/o Singleton Rd.	Sensitive	77.4	77.6	77.6	77.7
4	Calimesa Bl.	s/o Singleton Rd.	Non-Sensitive	77.2	77.4	78.7	79.2
5	Calimesa Bl.	n/o Cherry Valley Bl.	Sensitive	77.2	77.4	77.9	78.2
6	5th St.	e/o Sandalwood Dr.	Sensitive	61.3	62.8	62.8	62.8
7	Beckwith Av.	s/o Singleton Rd.	Sensitive	56.2	64.1	64.1	64.1
8	Singleton Rd.	w/o I-10 EB Ramps	Non-Sensitive	-	71.1	71.1	71.1
9	Singleton Rd.	e/o Calimesa Bl.	Sensitive	68.3	72.3	72.5	72.5
10	Singleton Rd.	w/o Singleton Cyn. Rd.	Sensitive	67.9	71.0	71.2	71.3
11	Singleton Rd.	e/o Singleton Cyn. Rd.	Sensitive	68.4	71.2	71.4	71.5
12	Cherry Valley Bl.	w/o Roberts Rd.	Sensitive	71.1	73.4	73.6	73.7
13	Cherry Valley Bl.	e/o Roberts Rd.	Non-Sensitive	72.7	74.8	74.9	74.9
14	Cherry Valley Bl.	e/o Calimesa Bl.	Non-Sensitive	69.6	73.9	74.0	74.1

[1] Based on a review of existing aerial imagery. Noise sensitive uses limited to existing residential land uses.
[2] The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use. Roadway segments 3-5 include the estimated I-10 Freeway off-site traffic noise levels.

(Urban Crossroads, 2024, Table 7-3)

Table 4.13-20 Horizon Year (2045) Noise Levels

ID	Road	Segment	Receiving Land Use[1]	CNEL at Receiving Land Use (dBA)[2]				
				Existing	No Project	High Cube (Scenario 1)	Parcel Hub (Scenario 2)	Church (Scenario 3)
1	Calimesa Bl.	n/o Sandalwood Dr.	Sensitive	69.8	71.3	71.5	71.5	71.3
2	Calimesa Bl.	s/o Sandalwood Dr.	Sensitive	68.7	71.6	71.8	71.8	71.6
3	Calimesa Bl.	n/o Singleton Rd.	Sensitive	77.4	77.6	77.6	77.7	77.6
4	Calimesa Bl.	s/o Singleton Rd.	Non-Sensitive	77.2	77.5	78.8	79.3	77.7
5	Calimesa Bl.	n/o Cherry Valley Bl.	Sensitive	77.2	77.6	78.1	78.3	77.7
6	5th St.	e/o Sandalwood Dr.	Sensitive	61.3	63.9	64.0	64.0	64.0
7	Beckwith Av.	s/o Singleton Rd.	Sensitive	56.2	67.2	67.2	67.2	67.2
8	Singleton Rd.	w/o I-10 EB Ramps	Non-Sensitive	-	72.2	72.2	72.2	72.2
9	Singleton Rd.	e/o Calimesa Bl.	Sensitive	68.3	74.2	74.3	74.3	74.2
10	Singleton Rd.	w/o Singleton Cyn. Rd.	Sensitive	67.9	72.9	73.0	73.1	72.9
11	Singleton Rd.	e/o Singleton Cyn. Rd.	Sensitive	68.4	72.6	72.7	72.8	72.6
12	Cherry Valley Bl.	w/o Roberts Rd.	Sensitive	71.1	73.9	74.1	74.1	74.0
13	Cherry Valley Bl.	e/o Roberts Rd.	Non-Sensitive	72.7	75.1	75.2	75.2	75.1
14	Cherry Valley Bl.	e/o Calimesa Bl.	Non-Sensitive	69.6	74.6	74.7	74.7	74.6

[1] Based on a review of existing aerial imagery. Noise sensitive uses limited to existing residential land uses.
[2] The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use. Roadway segments 3-5 include the estimated I-10 Freeway off-site traffic noise levels.

(Urban Crossroads, 2024, Table 7-4)

4. Existing Plus Project Traffic Noise Level Increases

As previously noted, Phase I of the proposed Project would not be fully operational until at least 2025, while full buildout of the Project is not anticipated until 2028. As such, there is no potential for the Project to contribute traffic to the surrounding roadway network under Existing (2022) conditions. Notwithstanding, and in order to provide a thorough analysis of the Project's potential traffic-related noise impacts, Table 4.13-21, *Existing Plus Project Traffic Noise Level Increases*, provides a summary of the Project's noise level increases under Existing (2022) conditions. As shown, in the theoretical circumstance in which Project traffic is added to existing traffic volumes, the Project's off-site traffic noise level increases would range from 0.0 to 1.9 dBA CNEL. Based on the significance criteria for off-site traffic noise presented in Table 4.13-6, land uses adjacent to all the study area roadway segments would experience less-than-significant noise level increases under Existing (2022) with Project conditions. (Urban Crossroads, 2024, p. 33)

5. Land Use Scenario 1 – Traffic Noise Level Increases

Table 4.13-22, *Land Use Scenario 1 Traffic Noise Level Increases*, presents a summary of the Project off-site traffic CNEL noise level increases associated with land use Scenario 1. For OYC (2025) conditions, Table 4.13-22 shows that the off-site traffic noise level increases would range from 0.0 to 6.0 dBA CNEL, 0.0 to 3.0 dBA CNEL for IYC (2028) conditions, and 0.0 to 2.3 dBA CNEL for the HY (2045) conditions. Based on the significance criteria for off-site traffic noise presented in Table 4.13-6, land uses adjacent to all the study area roadway segments would experience less-than-significant noise level increases on receiving land uses. Accordingly, traffic-related noise impacts with implementation of land use Scenario 1 would be less than significant. (Urban Crossroads, 2024, p. 33)

Table 4.13-21 Existing Plus Project Traffic Noise Level Increases

ID	Road	Segment	Receiving Land Use[1]	CNEL at Receiving Land Use (dBA)[2]		Project Related Noise Increase	Incremental Noise Level Increase Threshold[2]	
				Existing No Project	Existing with Project		Limit	Exceeded?
1	Calimesa Bl.	n/o Sandalwood Dr.	Sensitive	69.8	70.1	0.4	1.5	No
2	Calimesa Bl.	s/o Sandalwood Dr.	Sensitive	68.7	69.2	0.5	1.5	No
3	Calimesa Bl.	n/o Singleton Rd.	Sensitive	77.4	77.5	0.1	1.5	No
4	Calimesa Bl.	s/o Singleton Rd.	Non-Sensitive	77.2	79.1	1.9	n/a	No
5	Calimesa Bl.	n/o Cherry Valley Bl.	Sensitive	77.2	78.0	0.7	3.0	No
6	5th St.	e/o Sandalwood Dr.	Sensitive	61.3	61.4	0.0	3.0	No
7	Beckwith Av.	s/o Singleton Rd.	Sensitive	56.2	56.2	0.0	5.0	No
8	Singleton Rd.	w/o I-10 EB Ramps	Non-Sensitive	-	48.5	n/a	n/a	n/a
9	Singleton Rd.	e/o Calimesa Bl.	Sensitive	68.3	68.8	0.5	1.5	No
10	Singleton Rd.	w/o Singleton Cyn. Rd.	Sensitive	67.9	68.5	0.6	1.5	No
11	Singleton Rd.	e/o Singleton Cyn. Rd.	Sensitive	68.4	69.0	0.5	1.5	No
12	Cherry Valley Bl.	w/o Roberts Rd.	Sensitive	71.1	71.5	0.4	1.5	No
13	Cherry Valley Bl.	e/o Roberts Rd.	Non-Sensitive	72.7	72.9	0.3	3.0	No
14	Cherry Valley Bl.	e/o Calimesa Bl.	Non-Sensitive	69.6	70.2	0.6	n/a	No

[1] Based on a review of existing aerial imagery. Noise sensitive uses limited to existing residential land uses.

[2] Does the Project create an incremental noise level increase exceeding the significance criteria (Table 4-.13-5)?
"n/a" Per the City of Calimesa General Plan Noise Element Table N-C, a barely perceptible 3 dBA or greater noise level increase is considered a significant impact when the ambient non-noise sensitive noise level is greater than the completely compatible 70 dBA CNEL land use compatibility criteria.

(Urban Crossroads, 2024, Table 7-5)

Table 4.13-22 Land Use Scenario 1 Traffic Noise Level Increases

ID	Road	Segment	Receiving Land Use[1]	Project Related Noise Level Increase			Highest Project Increment	Incremental Noise Level Increase Threshold[2]	
				OYC (2025)	IYC (2028)	HY (2045)		Limit	Exceeded?
1	Calimesa Bl.	n/o Sandalwood Dr.	Sensitive	0.2	0.1	0.2	0.2	1.5	No
2	Calimesa Bl.	s/o Sandalwood Dr.	Sensitive	0.3	0.3	0.2	0.3	1.5	No
3	Calimesa Bl.	n/o Singleton Rd.	Sensitive	0.0	0.0	0.0	0.0	1.5	No
4	Calimesa Bl.	s/o Singleton Rd.	Non-Sensitive	1.3	1.3	1.3	1.3	n/a	No
5	Calimesa Bl.	n/o Cherry Valley Bl.	Sensitive	0.5	0.5	0.5	0.5	3.0	No
6	5th St.	e/o Sandalwood Dr.	Sensitive	0.0	0.0	0.1	0.1	3.0	No
7	Beckwith Av.	s/o Singleton Rd.	Sensitive	0.0	0.0	0.0	0.0	5.0	No
8	Singleton Rd.	w/o I-10 EB Ramps	Non-Sensitive	0.0	0.0	0.0	0.0	n/a	No
9	Singleton Rd.	e/o Calimesa Bl.	Sensitive	0.3	0.2	0.1	0.3	1.5	No
10	Singleton Rd.	w/o Singleton Cyn. Rd.	Sensitive	0.3	0.2	0.1	0.3	1.5	No
11	Singleton Rd.	e/o Singleton Cyn. Rd.	Sensitive	0.3	0.2	0.1	0.3	1.5	No
12	Cherry Valley Bl.	w/o Roberts Rd.	Sensitive	0.2	0.2	0.2	0.2	1.5	No
13	Cherry Valley Bl.	e/o Roberts Rd.	Non-Sensitive	0.1	0.1	0.1	0.1	3.0	No
14	Cherry Valley Bl.	e/o Calimesa Bl.	Non-Sensitive	0.1	0.1	0.1	0.1	n/a	No

[1] Based on a review of existing aerial imagery. Noise sensitive uses limited to existing residential land uses.
[2] Does the Project create an incremental noise level increase exceeding the significance criteria (Table 4-1)?
"n/a" Per the City of Calimesa General Plan Noise Element Table N-C (Exhibit 3-A), a barely perceptible 3 dBA or greater noise level increase is considered a significant impact when the ambient non-noise sensitive noise level is greater than the completely compatible 70 dBA CNEL land use compatibility criteria.

(Urban Crossroads, 2024, Table 7-6)

6. Land Use Scenario 2 – Traffic Noise Level Increases

Table 4.13-23, *Land Use Scenario 2 Traffic Noise Level Increases*, presents a summary of the Project off-site traffic CNEL noise level increases associated with land use Scenario 2. For OYC (2025) conditions, Table 4.13-23 shows that the land use Scenario 2 off-site traffic noise level increases would range from 0.0 to 7.2 dBA CNEL, 0.0 to 4.0 dBA CNEL for IYC (2028) conditions, and 0.0 to 3.1 dBA CNEL for the HY (2045) conditions. Based on the significance criteria for off-site traffic noise presented in Table 4.13-6, land uses adjacent to all the study area roadway segments would experience less than significant noise level increases on receiving land uses. Accordingly, traffic-related noise impacts with implementation of land use Scenario 2 would be less than significant. (Urban Crossroads, 2024, p. 33)

7. Land Use Scenario 3 – Traffic Noise Level Increases

Table 4.13-24, *Land Use Scenario 3 Traffic Noise Level Increases*, presents a summary of the Project off-site traffic CNEL noise level increases associated with land use Scenario 3. For HY (2045) conditions, Table 4.13-24 shows that the land use Scenario 3 off-site traffic noise level increases would range from 0.0 to 0.4 dBA CNEL. Based on the significance criteria for off-site traffic noise presented in Table 4.13-6, land uses adjacent to all the study area roadway segments would experience less-than-significant noise level increases on receiving land uses. Accordingly, traffic-related noise impacts with implementation of land use Scenario 3 would be less than significant. (Urban Crossroads, 2024, p. 38)

Table 4.13-23 Land Use Scenario 2 Traffic Noise Level Increases

ID	Road	Segment	Receiving Land Use[1]	Project Related Noise Level Increase			Highest Project Increment	Incremental Noise Level Increase Threshold[2]	
				OYC (2025)	IYC (2028)	HY (2045)		Limit	Exceeded?
1	Calimesa Bl.	n/o Sandalwood Dr.	Sensitive	0.6	0.2	0.2	0.6	1.5	No
2	Calimesa Bl.	s/o Sandalwood Dr.	Sensitive	0.7	0.4	0.2	0.7	1.5	No
3	Calimesa Bl.	n/o Singleton Rd.	Sensitive	0.1	0.1	0.1	0.1	1.5	No
4	Calimesa Bl.	s/o Singleton Rd.	Non-Sensitive	1.8	1.8	1.8	1.8	n/a	No
5	Calimesa Bl.	n/o Cherry Valley Bl.	Sensitive	0.7	0.7	0.7	0.7	3.0	No
6	5th St.	e/o Sandalwood Dr.	Sensitive	0.0	0.0	0.1	0.1	3.0	No
7	Beckwith Av.	s/o Singleton Rd.	Sensitive	0.0	0.0	0.0	0.0	5.0	No
8	Singleton Rd.	w/o I-10 EB Ramps	Non-Sensitive	0.0	0.0	0.0	0.0	n/a	No
9	Singleton Rd.	e/o Calimesa Bl.	Sensitive	0.8	0.2	0.1	0.8	1.5	No
10	Singleton Rd.	w/o Singleton Cyn. Rd.	Sensitive	0.9	0.3	0.2	0.9	1.5	No
11	Singleton Rd.	e/o Singleton Cyn. Rd.	Sensitive	0.9	0.3	0.2	0.9	1.5	No
12	Cherry Valley Bl.	w/o Roberts Rd.	Sensitive	0.6	0.3	0.2	0.6	1.5	No
13	Cherry Valley Bl.	e/o Roberts Rd.	Non-Sensitive	0.3	0.1	0.1	0.3	3.0	No
14	Cherry Valley Bl.	e/o Calimesa Bl.	Non-Sensitive	0.5	0.2	0.1	0.5	n/a	No

[1] Based on a review of existing aerial imagery. Noise sensitive uses limited to existing residential land uses.
[2] Does the Project create an incremental noise level increase exceeding the significance criteria (Table 4-1)?
"n/a" Per the City of Calimesa General Plan Noise Element Table N-C (Exhibit 3-A), a barely perceptible 3 dBA or greater noise level increase is considered a significant impact when the ambient non-noise sensitive noise level is greater than the completely compatible 70 dBA CNEL land use compatibility criteria.

(Urban Crossroads, 2024, Table 7-7)

Table 4.13-24 Land Use Scenario 3 Traffic Noise Level Increases

ID	Road	Segment	Receiving Land Use[1]	HY (2045) Project Related Noise Level Increase	Incremental Noise Level Increase Threshold[2]	
					Limit	Exceeded?
1	Calimesa Bl.	n/o Sandalwood Dr.	Sensitive	0.0	1.5	No
2	Calimesa Bl.	s/o Sandalwood Dr.	Sensitive	0.0	1.5	No
3	Calimesa Bl.	n/o Singleton Rd.	Sensitive	0.0	1.5	No
4	Calimesa Bl.	s/o Singleton Rd.	Non-Sensitive	0.2	n/a	No
5	Calimesa Bl.	n/o Cherry Valley Bl.	Sensitive	0.1	3.0	No
6	5th St.	e/o Sandalwood Dr.	Sensitive	0.1	3.0	No
7	Beckwith Av.	s/o Singleton Rd.	Sensitive	0.0	5.0	No
8	Singleton Rd.	w/o I-10 EB Ramps	Non-Sensitive	0.0	n/a	No
9	Singleton Rd.	e/o Calimesa Bl.	Sensitive	0.0	1.5	No
10	Singleton Rd.	w/o Singleton Cyn. Rd.	Sensitive	0.0	1.5	No
11	Singleton Rd.	e/o Singleton Cyn. Rd.	Sensitive	0.0	1.5	No
12	Cherry Valley Bl.	w/o Roberts Rd.	Sensitive	0.1	1.5	No
13	Cherry Valley Bl.	e/o Roberts Rd.	Non-Sensitive	0.0	3.0	No
14	Cherry Valley Bl.	e/o Calimesa Bl.	Non-Sensitive	0.0	n/a	No

[1] Based on a review of existing aerial imagery. Noise sensitive uses limited to existing residential land uses.
[2] Does the Project create an incremental noise level increase exceeding the significance criteria (Table 4-1)? "n/a" Per the City of Calimesa General Plan Noise Element Table N-C (Exhibit 3-A), a barely perceptible 3 dBA or greater noise level increase is considered a significant impact when the ambient non-noise sensitive noise level is greater than the completely compatible 70 dBA CNEL land use compatibility criteria.

(Urban Crossroads, 2024, Table 7-8)

E. On-Site Traffic Noise Analysis

An on-site exterior noise analysis has been completed to determine the noise exposure levels that would result from adjacent transportation noise sources in the Project study area, and to identify potential noise abatement measures that would achieve acceptable Project exterior and interior noise levels. The primary source of transportation noise affecting the Project site is anticipated to be from the I-10 Freeway, Calimesa Boulevard and Beckwith Avenue. The Project also would be exposed to nominal traffic noise from the Project's other internal roads. However, due to the distance, and low traffic volume/speed, traffic noise from these roads would not make a substantive contribution to ambient noise conditions. (Urban Crossroads, 2024, p. 41)

A review of the existing noise level measurements presented on Table 4.13-2 suggests that the existing background ambient noise level at the Project site range from 51.8 to 69.9 dBA CNEL. According to the City of Calimesa noise compatibility by land use type as shown on Table 4.13-4, the Project residential land uses are considered completely compatible with exterior noise levels below 60 dBA CNEL, tentatively compatible with unmitigated exterior noise levels ranging from 60-70 dBA CNEL, normally incompatible with unmitigated exterior noise levels ranging from 70-75 dBA CNEL, and completely incompatible with unmitigated exterior noise levels of greater than 75 dBA CNEL. (Urban Crossroads, 2024, p. 41)

It is expected that the on-site noise sensitive high-density residential land uses within PA 2 would experience unmitigated exterior noise levels ranging from 51.8 to 69.9 dBA CNEL. It is expected that the noise-sensitive high density residential land uses within OVNSP PA 2 likely would experience exterior noise levels that are considered tentatively compatible. Therefore, any new residential construction or development within the Project site should be undertaken only after a detailed analysis of the noise reduction requirements is made and necessary noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice. However, it should be noted that an evaluation of impacts of existing environmental conditions on a proposed Project are outside of the scope of CEQA, as CEQA is concerned only with a Project's impacts on the environment. Although exceptions are provided for projects affected by airport noise, new school projects, and projects that would exacerbate existing noise conditions, none of these circumstances exist with regards to the Project. Thus, although noise impacts affecting future residential receptors on site would not represent a significant impact under CEQA, in order to provide a conservative analysis of potential noise impacts noise impacts to future residential uses on site conservatively are considered a significant impact for which mitigation would be required. (Urban Crossroads, 2024, p. 41)

Threshold b.: ***Would the Project result in the generation of excessive ground borne vibration or ground borne noise levels?***

The construction and operation of the proposed Project has the potential to result in ground-borne vibration or ground-borne noise during both construction and long-term operation. Each is discussed below.

A. Construction-Related Vibration Impacts

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods employed. Operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. Construction vibration is generally associated with pile driving and rock blasting. However, no pile driving or rock blasting activities are planned for the Project. Ground vibration levels associated with various types of construction equipment are summarized in Table 4.13-25, *Vibration Source Levels for Construction Equipment*. Based on the representative vibration levels presented for various construction equipment types, it is possible to estimate the potential for human response (annoyance) and building damage using the following vibration assessment methods defined by the FTA. (Urban Crossroads, 2024, p. 61)

Table 4.13-26, *Project Construction Vibration Noise Levels*, presents the expected Project related vibration levels at the nearby receiver locations. At distances ranging from 32 to 1,257 feet from Project construction activities, construction vibration velocity levels are estimated to range from 0.001 to 0.145 PPV (in/sec). Table 4.13-26 shows that the Project construction vibration levels would exceed the City of Calimesa General Plan Policy N-7 readily perceptible PPV threshold of 0.0787 (in/sec) at the nearest sensitive receiver locations. It should be noted that the vibration levels reported at the sensitive receiver locations are unlikely to be sustained during the entire construction period but will occur rather only during the times that heavy construction equipment is operating adjacent to the Project site perimeter. Nonetheless, Project-related construction vibration impacts are potentially significant requiring mitigation. (Urban Crossroads, 2024, p. 64)

Table 4.13-25 Vibration Source Levels for Construction Equipment

Equipment	PPV (in/sec) at 25 feet
Small bulldozer	0.003
Jackhammer	0.035
Loaded Trucks	0.076
Large bulldozer	0.089
Vibratory Roller	0.210

Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual
(Urban Crossroads, 2024, Table 11-5)

Table 4.13-26 Project Construction Vibration Noise Levels

Location[1]	Distance to Const. Activity (Feet)[2]	Typical Construction Vibration Levels PPV (in/sec)[3]						Thresholds PPV (in/sec)[4]	Thresholds Exceeded?[5]
		Small bulldozer	Jackhammer	Loaded Trucks	Large bulldozer	Vibratory Roller	Highest Vibration Level		
R1	57'	0.001	0.010	0.022	0.026	0.061	0.061	0.0787	No
R2	35'	0.002	0.021	0.046	0.054	0.127	0.127	0.0787	**Yes**
R3	61'	0.001	0.009	0.020	0.023	0.055	0.055	0.0787	No
R4	281'	0.000	0.001	0.002	0.002	0.006	0.006	0.0787	No
R5	32'	0.002	0.024	0.052	0.061	0.145	0.145	0.0787	**Yes**
R6	37'	0.002	0.019	0.042	0.049	0.117	0.117	0.0787	**Yes**
R7	33'	0.002	0.023	0.050	0.059	0.138	0.138	0.0787	**Yes**
R8	1,257'	0.000	0.000	0.000	0.000	0.001	0.001	0.0787	No

1 Construction noise source and receiver locations are shown on Exhibit 11-A of the Project's NIA (*Technical Appendix N)*.
2 Distance from receiver building facade to Project construction boundary (Project site boundary).
3 Based on the Vibration Source Levels of Construction Equipment (Table 4.13-25).
4 City of Calimesa General Plan Policy N-7.
5 Does the peak vibration exceed the acceptable vibration thresholds?
"PPV" = Peak Particle Velocity
(Urban Crossroads, 2024, Table 11-6)

B. Operational-Related Vibration Impacts

Project operations would not include the use of any stationary equipment that would result in excessive vibration levels. Although the Project would generate between 1,414 truck trips (land use Scenarios 1 and 3) and 2,251 truck trips (land use Scenario 2) per day (in terms of actual vehicles), Project-related traffic is not anticipated to result in excessive groundborne vibration. Caltrans has issued a publication entitled, "Transportation Construction Vibration Guidance Manual," dated April 2020 (Caltrans, 2020). As noted by Caltrans:

> "B*ecause vehicles traveling on highway are supported on flexible suspension systems and pneumatic tires, these vehicles are not an efficient source of ground vibration. They can, however, impart vibration into the ground when they roll over pavement that is not smooth. Continuous traffic traveling on a smooth highway creates a fairly continuous but relatively low level of vibration. Where discontinuities exist in the pavement, heavy truck passages can be the primary source of localized, intermittent vibration peaks. These peaks typically last no more than a few seconds and often for only a fraction of a second. Because vibration drops off rapidly with distance, there is rarely a cumulative increase in ground vibration from the presence of multiple trucks.*" (Caltrans, 2020, p. 10)

All trucks generated by the Project would travel along City, County, or Caltrans facilities that are regularly maintained to prevent discontinuous pavement (e.g., potholes). As such, and based on guidance from Caltrans, the Project's operational traffic-related vibration impacts would be less than significant.

Threshold 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?***

As previously indicated, the closest airport to the Project site is the San Bernardino International Airport (SBD), located roughly 13.0 miles northwest of the Project site. Thus, due to the distance between the Project site and the SBD, future Project employees and residents would not be subject to excessive airport-related noise under existing conditions. Additionally, the nearest active private airport is the Hemet-Ryan Airport, located approximate 17.0 miles southwest of the Project site; however, the Project site is not located within the AIA for this facility, indicating that the Project site is not subject to airport-related hazards associated with the Hemet-Ryan Airport. The Project site is not located within the AIA or within an airport land use plan for any other airports. Accordingly, airport-related noise impacts would be less than significant. (Urban Crossroads, 2024, p. 20)

4.13.7 Cumulative Impact Analysis

The cumulative study area for the issue of noise includes the Project vicinity as well as areas adjacent to roadways evaluated by the Project's Traffic Study (*Technical Appendix N*). Areas outside of the cumulative study area are too far away to be adversely impacted by noise and ground-borne vibration generated as a result of the proposed Project.

As indicated in the analysis of Threshold a., and as previously shown in Table 4.13-9, the construction noise analysis shows that daytime Project-related construction noise levels at the nearest receiver locations would not exceed the 75 dBA Leq significance threshold established by Section 8.15.080 of the City's Municipal Code. The values in Table 4.13-9 show that even if Project daytime construction activities were to occur simultaneous with other construction activities in the local area, due to distance the Project's construction noise levels would not combine with other construction noise levels in the area such that sensitive receptors would be exposed to construction-related noise levels exceeding the 75 dBA Leq threshold of significance. Accordingly, cumulatively-considerable impacts due to daytime construction-related noise would be less than significant. Additionally, due to the short duration of nighttime concrete pour activities and the lack of other

proposed warehouse buildings in the Project vicinity, there is no potential that noise Project-related nighttime concrete pour activities could cumulatively contribute to a significant noise impact at the nearest sensitive receptors; accordingly, Project impacts due to noise from nighttime concrete pouring activities would be less than significant on a cumulatively-considerable basis.

As also discussed under the analysis of Threshold a., and as previously shown in Table 4.13-14 through Table 4.13-16, long-term operation of the Project would not expose any nearby noise-sensitive receptors to noise levels exceeding the noise level thresholds identified in Table 4.13-6. The only lands surrounding the Project site and that are planned for long-term development with non-residential uses are planned Regional Commercial uses along Singleton Road immediately north of the Project site. While there is a potential for Project-related operational noise to combine with operational noise from future commercial uses to the north of the site, Table 4.13-15 and Table 4.13-16 show that the sensitive receptors located nearest to the planned Regional Commercial uses (i.e., Receiver Locations R1 and R2) only would be subject to Project-related noise increases of 0.0 to 0.1 dBA Leq during daytime hours and Project-related noise increases of between 0.1 and 0.2 dBA Leq during nighttime hours. Thus, even with future development of Regional Commercial uses to the north of the Project site, Project-related operational noise would not combine with other noise sources in the surrounding area such that sensitive receptors would be exposed to noise level increases exceeding the thresholds of significance identified in Table 4.13-6. Accordingly, cumulatively-considerable noise and noise increases associated with long-term Project operations during daytime and nighttime hours would be less than significant.

Based on the analysis presented under Threshold a., and as previously shown on Table 4.13-21 through Table 4.13-24, traffic associated with land use Scenarios 1 through 3 would not expose any sensitive receptors to traffic-related noise level increases exceeding the thresholds of significance identified in Table 4.13-6. The traffic modeling used to evaluate the Project's traffic-related noise increases under OYC (2025), IYC (2028), and HY (2045) conditions account for traffic from ambient growth and cumulative development. Accordingly, Project traffic-related noise impacts would be less than significant on a cumulatively-considerable basis.

Although it is anticipated that potentially significant traffic-related noise impacts could occur on-site within the proposed multi-family uses within OVNSP Planning Area 2, there is no potential for on-site traffic-related noise impacts to result in cumulatively-considerable impacts as these impacts would be specific to internal operations at the Project site. Furthermore, and as discussed under the analysis of Threshold a., the impact of existing environmental conditions on proposed projects is outside of the purview of CEQA. Accordingly, cumulatively-considerable traffic-related noise impacts would not occur.

The analysis of Threshold b. demonstrates that Project construction-related vibration levels would be well below the thresholds of significance previously identified in Table 4.13-6. Thus, even if vibration levels from Project construction activities were to be combined with vibration levels from cumulative developments that may be under simultaneous construction, the Project has no potential to result in cumulatively-considerable impacts associated with on-site construction-related vibration. Cumulatively-considerable vibration impacts would therefore be less than significant. Additionally, because the Project's land uses do not have the potential to result in vibration-related impacts under long-term operating conditions, cumulatively-considerable impacts due to operational-related vibration would not occur.

As previously indicated, the closest airport to the Project site is the San Bernardino International Airport (SBD), located roughly 13 miles northwest of the Project site. Thus, due to distance between the Project site and the SBD, future Project employees and residents would not be subject to excessive airport-related noise under existing conditions. There are no components of the proposed Project that would affect operations at nearby airports or that could result in an increase in airport-related noise within the Project vicinity. Cumulatively-considerable impacts would not occur.

4.13.8 Significance of Impacts Before Mitigation

Threshold a.: Potentially Significant Direct Impact. Project daytime and nighttime construction activities would not expose any nearby sensitive receptors to daytime construction noise levels exceeding 75 dBA Leq or nighttime construction noise levels (i.e., from nighttime concrete pouring activities) exceeding the thresholds of significance identified in Table 4.13-10. In addition, long-term operation of the proposed Project would not expose any nearby sensitive receptors to noise levels exceeding the thresholds of significance identified in Table 4.13-14, and the Project's anticipated operational noise level increases as previously shown in Table 4.13-15 and Table 4.13-16 demonstrate that the Project's daytime and nighttime operations would not expose any nearby sensitive receptors to noise levels exceeding the identified threshold of significance of 5.0 dBA Leq; thus, long-term operational-related noise impacts would be less than significant. In addition, Table 4.13-21 through Table 4.13-24 demonstrate that implementation of land use Scenarios 1 through 3 would not expose any off-site sensitive receptors to traffic-related noise levels exceeding the thresholds of significance previously identified in Table 4.13-6; thus, long-term Project-related off-site traffic noise impacts would be less than significant. However, it is expected that the noise-sensitive high-density residential land uses or church uses within OVNSP PA 2 would experience exterior noise levels ranging from 51.8 to 69.9 dBA CNEL. It is expected that the noise-sensitive high density residential or church land uses within OVNSP PA 2 likely would experience exterior noise levels that are considered tentatively compatible. However, in order to provide a conservative analysis of potential noise impacts, noise impacts to future residential or church uses on site are considered a significant impact for which mitigation would be required.

Threshold b.: Potentially Significant Direct Impact. As previously shown in Table 4.13-26, Project-related construction activities would expose nearby sensitive receptors to vibration levels exceeding the City of Calimesa General Plan Policy N-7 readily perceptible PPV threshold of 0.0787 (in/sec); thus, Project impacts due to construction-related vibration would be potentially significant. It should be noted that because all trucks generated by the Project would travel along City, County, or Caltrans facilities that are regularly maintained to prevent discontinuous pavement (e.g., potholes), and based on guidance from Caltrans, the Project's operational traffic-related vibration impacts also would be less than significant.

Threshold c.: Less-than-Significant Impact. The closest airport to the Project site is the San Bernardino International Airport (SBD), located roughly 13.0 miles northwest of the Project site. Thus, due to distance between the Project site and the SBD, future Project employees and residents would not be subject to excessive airport-related noise under existing conditions. Additionally, the nearest active private airport is the Hemet-Ryan Airport, located approximately 17.0 miles southwest of the Project site; however, the Project site is not located within the AIA for this facility, indicating that the Project site is not subject to airport-related hazards

associated with the Hemet-Ryan Airport. The Project site is not located within the AIA or within an airport land use plan for any other airports. Accordingly, airport-related noise impacts would be less than significant.

4.13.9 Applicable Regulations, Design Requirements, and Mitigation

Applicable Regulations and Design Requirements

The following are applicable regulations and design requirements within the City of Calimesa. Although these requirements technically do not meet CEQA's definition for mitigation because they either consist of regulatory requirements or reflect design features already depicted on the Project's application materials, they are imposed herein to ensure Project compliance with applicable City of Calimesa regulations and design requirements.

- All construction activities and haul truck deliveries shall adhere to Section 8.15.080 (Construction Equipment) of City of Calimesa Municipal Code Chapter 8.15 (Noise Abatement and Control), which prohibits the use of construction equipment before 7:00 a.m. or after 7:00 p.m., and further prohibits the use of construction equipment before 10:00 a.m. or after 5:00 p.m. on Saturdays and Sundays, January 1st, the last Monday in May, known as "Memorial Day," July 4th, the first Monday in September, Thanksgiving Day, and December 25th. As stated by Section 8.15.080, when January 1st, July 4th, or December 25th fall on a Sunday, it is unlawful for any person to operate any single or a combination of powered construction equipment at any construction site before 10:00 a.m. or after 5:00 p.m. on the following Monday.

- Prior to issuance of any building permits that would authorize nighttime construction during concrete pouring activities, and pursuant to Section 8.15.200 (Variances) of the City of Calimesa Municipal Code, the Project Applicant shall submit an application to the City of Calimesa Planning Director requesting authorization for a variance from the construction timing restrictions established by Section 8.15.080 (Construction Equipment) of City of Calimesa Municipal Code Chapter 8.15 (Noise Abatement and Control). No nighttime construction activities may occur unless a variance has been approved by the Planning Director pursuant to Municipal Code Section 8.15.200.

- Prior to issuance of building permits for business park or truck trailer storage uses within OVNSP Planning Area 1, the City of Calimesa shall ensure that the plans incorporate the planned 8-foot-high screen walls and planned 12-foot-high screen walls assumed in the analysis of operational noise impacts within the Project's Noise Impact Analysis (EIR *Technical Appendix N*). The locations of the required screen walls are depicted on Figure 4.13-3, *Operational Noise Source Locations*, of the Project's EIR. Prior to issuance of occupancy permits within OVNSP Planning Area 1, the City of Calimesa shall ensure that the required screen walls have been constructed.

Mitigation

MM 4.13-1 Prior to issuance of building permits authorizing construction of residential or church uses within Planning Area 2 of the Oak Valley North Specific Plan (OVNSP), the Project Applicant shall provide the City of Calimesa with an interior noise analysis technical report that identifies

measures to be incorporated into the design of the building(s) in order to ensure that all proposed dwelling units and/or the church use achieve an interior noise level of 45 dBA CNEL or lower. Measures that may be required to achieve the required interior noise levels may include the use of a "windows closed" condition (i.e., air conditioning or other means of mechanical ventilation) and/or upgraded windows. Because there is no specific plan for development of Planning Area 2 currently before the City, the implementation of specific measures would be premature at this time. The City of Calimesa must approve the interior noise analysis prior to issuance of building permits, and the City of Calimesa shall ensure that any recommendations of the interior noise analysis have been constructed prior to the issuance of occupancy permits.

MM 4.13-2 Prior to issuance of grading permits, the City of Calimesa shall review the grading plans to ensure that a note is included prohibiting the use large, loaded trucks, heavy mobile equipment greater than 80,000 pounds, jack hammers and vibratory rollers within 50-feet of occupied sensitive receiver locations located outside of the Project site boundary. Instead, small rubber-tired or alternative equipment, as well as soil compaction equipment shall be used during Project construction to reduce vibration effects on nearby structures and their occupants. The Project construction contractor shall be responsible for enforcing this requirement, which also shall be specified in bid documents issued to prospective construction contractors. The Project construction contractor shall permit inspections by The City of Calimesa to verify compliance with this measure.

4.13.10 Significance of Impacts After Mitigation

Threshold a.: Less-than-Significant Impact with Mitigation Incorporated. Although the analysis of existing environmental conditions on a proposed project is not under the purview of the CEQA process, the Project would implement Mitigation Measure MM 4.13-1, which would ensure that an interior noise analysis is prepared prior to the issuance of building permits within OVNSP Planning Area 2 for residential or church development. The interior noise analysis would specify measures to be incorporated into the design of the structure(s) in order to achieve the City's interior noise standard of 45 dBA CNEL. Measures that are anticipated in order to achieve the City's interior noise standard include, but are not necessarily limited to, use of a "windows closed" condition (i.e., air conditioning or other means of mechanical ventilation), upgraded windows, and/or any other measures determined necessary to achieve the City's interior noise standards. With implementation of the required mitigation, Project impacts due to traffic-related interior noise levels on site would be reduced to below a level of significance.

Threshold b: Less-than-Significant Impact with Mitigation Incorporated. The Project would implement Mitigation Measure MM 4.13-2, which would ensure that Project construction vibration levels would not exceed the City of Calimesa General Plan Policy N-7 readily perceptible PPV threshold of 0.0787 (in/sec) at sensitive receiver locations located outside of the Project boundary. As shown in Table 4.13-27, *Project Construction Vibration Noise Levels – With Mitigation*, the highest vibration level at receiver locations R2, R5, R6, and R7 after mitigation would be 0.074 (in/sec). With implementation of the required mitigation, Project impacts due to construction-related vibration would be reduced to below a level of significance.

Table 4.13-27 Project Construction Vibration Noise Levels – With Mitigation

Location[1]	Distance to Const. Activity (Feet)[2]	Typical Construction Vibration Levels PPV (in/sec)[3]						Thresholds PPV (in/sec)[4]	Thresholds Exceeded?[5]
		Small bulldozer	Jackhammer	Loaded Trucks	Large bulldozer	Vibratory Roller	Highest Vibration Level		
R2	50'	0.001	0.012	0.027	0.031	0.074	0.074	0.0787	No
R5	50'	0.001	0.012	0.027	0.031	0.074	0.074	0.0787	No
R6	50'	0.001	0.012	0.027	0.031	0.074	0.074	0.0787	No
R7	50'	0.001	0.012	0.027	0.031	0.074	0.074	0.0787	No

1 Construction noise source and receiver locations are shown on Exhibit 11-A of the Project's NIA (*Technical Appendix N)*.
2 Distance from receiver building facade to Project construction boundary (Project site boundary).
3 Based on the Vibration Source Levels of Construction Equipment (Table 4.13-25).
4 City of Calimesa General Plan Policy N-7.
5 Does the peak vibration exceed the acceptable vibration thresholds?
"PPV" = Peak Particle Velocity
(Urban Crossroads, 2024, Table 11-7)

4.14 POPULATION AND HOUSING

The following analysis discloses existing population and housing data and assesses the potential for impacts on population and housing associated with implementation of the Project. The analysis in this Subsection is based on information contained in the City of Calimesa General Plan (Calimesa, 2014), the City of Calimesa 2021-2029 Housing Element (Calimesa, 2023), population and housing projections from the Southern California Association of Governments (SCAG) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy ("RTP/SCS"; also referred to as "Connect SoCal") (SCAG, 2020a). All references used in this Subsection are listed in EIR Section 7.0, *References*.

4.14.1 EXISTING CONDITIONS

A. Existing Site Conditions

The Project site is located within the southern portion of the City of Calimesa in Riverside County, California. According to the United States Census Bureau (USCB), as of July 1, 2022 the USCB estimates that the City of Calimesa had a total population of 11,017 people (USCB, 2022). The USCB defines an "urbanized area" as a densely settled core of census tracts and/or census blocks that have 50,000 or more residents and meet minimum requirements while also being adjacent to areas containing non-residential urban land uses. According to mapping information available from the USCB, the southern portions of the Project site that abut the existing mobile home community are located within the boundaries of the Beaumont 04758 urbanized area, while the remaining majority of the Project site is not located within a USCB-defined urbanized area (USCB, 2010).

Under existing conditions, the 110.2-gross acre Project site is largely vacant and undeveloped, except for one (1) vacant and unoccupied single-family home located in the central portion of the Project site. The General Plan designates the property for "Business Park (BP)," "Light Industrial (LI)" and "Residential Low Medium (RLM)" uses. The Project site is zoned "Business Park (B-P)," "Light Industrial (L-I)," and "Residential Low Medium (R-L-M)." The Project site was previously used for agricultural purposes with a residence and farm-related structures. None of the farm-related structures are currently present the at Project site.

Land uses in the immediate vicinity of the Project site previously were illustrated on EIR Figure 2-3, and are described below:

- Northwest: To the immediate northwest of the Project site are Calimesa Boulevard and Singleton Road. To the northwest of Singleton Road are single-family residences, undeveloped/vacant land, and schools, which include the Early Learning Academy (approximately 0.1-mile north) and Monty's Montessori Academy (approximately 0.2-mile north).
- Northeast: To the immediate northeast of the Project site is Beckwith Avenue, beyond which are single-family residences, undeveloped/vacant land, and open space.
- Southeast: To the immediate southeast of the Project site are undeveloped/vacant land and a mobile home park (Rancho Calimesa Mobile Home Park). Further southeast are Calimesa Boulevard, vacant lots, single-family residences, and Cherry Valley Boulevard.

- Southwest: To the immediate southwest of the Project site is Calimesa Boulevard, a Yucaipa Water District lift station, and undeveloped/vacant land. Further southwest, on the opposite side of Calimesa Boulevard, is I-10, beyond which is undeveloped/vacant land with a single-family residential community occurring further to the southwest.

B. Demographics

The Project site is located within the southern portion of the City of Calimesa. According to SCAG's 2020-2045 RTP/SCS, and as shown in Table 4.14-1, *SCAG Region Projected 2000-2045 Growth Forecast*, in 2000 the SCAG region had a population of approximately 16,574,000 persons. The population within the SCAG region is expected to increase to 22,504,000 persons by 2045, reflecting a 35.7% increase in population over the 45-year period. While the annual rate of household growth has steadily tracked upward since its low of 0.2 percent in 2010, household growth in the SCAG region remains much flatter than before the Great Recession (0.6% from 2017-2019). After losing over 700,000 jobs between 2007 and 2010, the region has experienced tremendous job growth between 2010 and 2019, reaching nearly 8.7 million jobs and cresting the previous high of 8.1 million reached in 2007. (SCAG, 2020a, Demographics and Growth Forecast Technical Appendix, Table 14)

Table 4.14-1 SCAG Region Projected 2000-2045 Growth Forecast

	2000	2010	2016	2045
Population	16,574,000	18,076,000	18,832,000	22,504,000

(SCAG, 2020a, Demographics and Growth Forecast Technical Appendix, Table 3)

According to SCAG's 2020-2045 RTP/SCS, the population in the City of Calimesa is anticipated to increase from approximately 8,500 people in 2016 to a population of 20,600 people by 2045. Employment within the City over this time period is anticipated to increase from approximately 1,600 jobs in 2016 to approximately 4,100 jobs by 2045. (SCAG, 2020a, Demographics and Growth Forecast Technical Appendix, Table 14)

4.14.2 Regulatory Setting

The following is a brief description of the regulatory setting pertaining to the topics related to population and housing.

A. Federal Plans, Policies, and Regulations

1. Fair Housing Act

The federal Fair Housing Act protects people from discrimination when they are renting or buying a home, getting a mortgage, seeking housing assistance, or engaging in other housing-related activities. Additional protections apply to federally-assisted housing. (HUD, n.d.)

2. U.S. Census Bureau

The U.S. Census Bureau is the leading source of statistical information about the nation's people. Population statistics come from decennial censuses, which count the entire U.S. population every ten years, along with

several other surveys. The American Community Survey (ACS) is an ongoing annual survey intended to help communities decide where to target services and resources. Demographic surveys measure income, poverty, education, health insurance coverage, housing quality, crime victimization, computer usage, and many other subjects. Economic surveys are conducted monthly, quarterly, and yearly, and cover selected sectors of the nation's economy. (USCB, n.d.)

B. State and Regional Plans, Policies, and Regulations

1. State Housing Law

The State law regulating residential occupancies is entitled the "State Housing Law" and is found in Division 13, Part 1.5 of the California Health and Safety Code (HSC), §§ 17910 to 17998.3 Regulations implementing the State Housing Law mandate statewide residential building standards for new construction, which are found in the California Code of Regulations, Title 24, also referred to as the California Green Building Standards Code (CalGreen). (CA Legislative Info, n.d.)

2. Southern California Association of Governments (SCAG)

SCAG determines regional housing needs and the share of the regional needs to be addressed by Riverside County and its constituent cities. SCAG is a Joint Powers Agency and is the designated Council of Governments (COG), Regional Transportation Planning Agency (RTPA), and Metropolitan Planning Organization (MPO) for the six-county region of Los Angeles, Orange, Ventura, San Bernardino, Riverside, and Imperial counties. SCAG's Regional Comprehensive Plan and Guide (RCPG) and Regional Housing Needs Assessment (RHNA) are tools for coordinating regional planning and housing development strategies in southern California. (SCAG, n.d.)

3. Regional Housing Needs Assessment (RHNA)

State Housing Law (California Government Code Article 10.6, §§ 65580-65590) mandates that local governments, through COGs, identify existing and future housing needs in a Regional Housing Needs Assessment (RHNA). The RHNA provides recommendations and guidelines to identify housing needs within counties and cities. The City of Calimesa addresses its RHNA allocation through its General Plan Housing Element. The RHNA prepared by SCAG projects the City of Calimesa's share of regional housing need for 2021-2029 as follows: (SCAG, n.d.; Calimesa, 2023, p. 1-4)

- 495 units affordable to very low-income households;
- 275 units affordable to low-income needs;
- 379 units affordable to moderate-income; and
- 868 units affordable to above-moderate (market-rate) income households.

4. Senate Bill 330 (Housing Crisis Act of 2019) and Senate Bill 8 (2021)

On October 9, 2019, California Governor Gavin Newsom signed the Housing Crisis Act of 2019 (HCA) into law, commonly known as Senate Bill (SB) 330 (Chapter 654, Statutes of 2019) to respond to the California housing crisis. On September 16, 2021, Gov. Newsom also signed SB 8 (Chapter 161, Statutes of 2021), which

is an extension of the HCA. The HCA aims to increase residential unit development, protect existing housing inventory, and expedite permit processing. Under this legislation, municipal and county agencies are restricted in ordinances and polices that can be applied to residential development. For example, State law now prohibits a local agency from disapproving, or conditioning approval in a manner that renders infeasible, a housing development project for very low, low-, or moderate-income households or an emergency shelter unless the local agency makes specified written findings based on a preponderance of the evidence in the record. SB 330 requires a local agency that proposes to disapprove a housing development project that complies with applicable, objective general plan and zoning standards and criteria that were in effect at the time the application was deemed to be complete, or to approve it on the condition that it be developed at a lower density, to base its decision upon written findings supported by substantial evidence on the record that specified conditions exist, and places the burden of proof on the local agency to that effect. The HCA also requires any redesignating, rezoning or "downzoning" of existing residentially designated or zoned areas be accompanied by redesignating, rezoning or "upzoning" of other areas, so there is not net loss of potential residential capacity under the affected City's zoning and General Plan land use designations. (CA Legislative Info, n.d.)

C. *City Plans, Policies, and Regulations*

1. *City of Calimesa Draft 2021-2029 General Plan Housing Element*

The City of Calimesa Draft 2021-2029 General Plan Housing Element is a State-mandated chapter of the Calimesa General Plan; it identifies and analyzes the City's housing needs and includes detailed outline and work program of the City's goals, priorities, and quantified objectives to develop housing. The Housing Element also addresses the maintenance and expansion of the housing supply to accommodate households currently living and expected to live in Calimesa in the housing cycle. Through research and analysis, the Housing Element identifies available candidate housing sites and establishes the City's official housing policies and programs to accommodate the Regional Housing Needs Assessment (RHNA) goals as determined by the Southern California Association of Governments (SCAG). The programs and policies established within the Housing Element guide future decision-making to achieve the City's housing goals for the 2021-2029 planning period. (Calimesa, 2023, p. 1-2)

2. *SCAG Regional Transportation Plan/Sustainable Communities Strategy*

SCAG is a joint-powers authority (JPA) under California State law, established as an association of local governments and agencies that convene as a forum to address regional issues. On September 3, 2020, SCAG's Regional Council adopted Connect SoCal (2020-2045 Regional Transportation Plan/Sustainable Communities Strategy). The RTP/SCS is intended to create a plan for defining and solving regional problems including housing, traffic, water, air quality, and other regional challenges. The RTP/SCS builds upon the elements of existing local general plans and provides a blueprint for where and how the Southern California area will grow. (SCAG, 2020a)

4.14.3 Basis for Determining Significance

According to Section XIV of Appendix G to the CEQA Guidelines, the proposed Project would result in a significant impact to population and housing if the Project or any Project-related component would:

a. *Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).*
b. *Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.*

4.14.4 IMPACT ANALYSIS

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

A. Population and Employment Generation

According to data available from the United States Census Bureau, the average number of people per household (pph) in the City of Calimesa is 2.74 (USCB, 2022). However, an average of 2.88 persons per household is conservatively used for analysis in this EIR. Accordingly, the 223 high-density multi-family dwelling units proposed in Planning Area 2 of the proposed Oak Valley North Specific Plan (OVNSP) would generate approximately 642 residents (223 households x 2.88 persons/household = 642.2 persons).

According to employment generation data available from SCAG, warehouse uses generate approximately 16.32 employees for each acre of warehouse development (0.39 employees per 1,030 s.f.) (SCAG, 2001, Table 10A). Accordingly, the 95.6 acres of the Project site that are proposed for business park use, which is proposed to be developed with warehouse uses, would be expected to generate approximately 1,560 employees (95.6 acres x 16.32 employees/acre = 1,560.2 employees). However, more conservative factors are used for analysis in this EIR. Specifically, it is assumed that the Project's potential high-cube warehouse uses would generate one employee per 1,030 s.f. of building area, while high-cube parcel hub warehouse uses that also may be accommodated by the Project's proposed warehouse buildings would generate approximately one employee per 300 s.f. of building area. Thus, under the scenario in which high-cube warehouse uses are proposed the Project is expected to generate approximately 954 employees (982,232 s.f. of building space maximum ÷ 1,030 = 953.6 employees), while under the scenario in which the Project's warehouse buildings are occupied with high-cube parcel hub uses the Project would generate approximately 3,274 employees (982,232 s.f. ÷ 300 s.f./employee = 3,274.1 employees). (Urban Crossroads, 2023e). A nominal number of employees would be generated to operate the truck trailer storage lots and in the event that a church is developed in OVNSP Planning Area 2 in lieu of residential uses.

Under existing conditions, the General Plan designates the property for "Residential Low Medium (RLM)" on 31.3 acres, "Business Park (BP)" land use on 45.7 acres, and "Light Industrial (LI)" uses on 32.4 acres. As noted above, business park uses are anticipated to generate one employee per each 1,030 s.f. of building area. The maximum density for the site's existing RLM land use designation is 7.0 dwelling units per acre (du/ac), while the LI and BP land use designations allow for a Floor Area Ratio (FAR) of up to 0.50 (Calimesa, 2014, Table LU-B). Based on these factors, Table 4.14-2, *Population and Employment Estimates Based on Existing Land Use Designations*, shows the estimated number of residents and jobs that would be accommodated based

on the Project site's existing General Plan land use designations. As shown, the existing land use designations for the Project site would generate a total of approximately 631 residents and approximately 1,651 jobs.

Table 4.14-2 Population and Employment Estimates Based on Existing Land Use Designations

Land Use Designation	Acres	Density/Intensity	Estimated Dwelling Units/Non-Residential Building Area	Projected Residents/Employees[1,2]
Residential Low Medium (RLM)	31.3	7.0 du/ac	219 du	631 Residents
Business Park (BP)	45.7	0.50 FAR	995,346 s.f.	966 Jobs
Light Industrial (LI)	32.4	0.50 FAR	705,672 s.f.	685 Jobs
Totals:	**109.4**	**--**	**219 du 1,701,018 s.f.**	**631 Residents 1,651 Jobs**

1. An average of 2.88 pph is conservatively used for analysis in this EIR.
2. An average of 1 employee for each 1,030 s.f. of building area is conservatively used for analysis in this EIR.

Notes: du/ac = dwelling units per acre; du = dwelling units; FAR = Floor Area Ratio; s.f. = square feet; pph = persons per household.

Source: (Calimesa, 2014, Table LU-B; SCAG, 2001, Table 10A)

In comparison to land use Scenario 1 (high-cube warehouse uses with up to 223 multi-family dwelling units), buildout of the Project site based on the site's existing General Plan land use designations would result in approximately 11 fewer residents and 697 more jobs. In comparison to land use Scenario 2 (high-cube parcel hub warehouse uses with up to 223 multi-family dwelling units), buildout of the Project site based on the site's existing General Plan land use designations would result in 11 fewer residents and 1,623 fewer jobs. In comparison to land use Scenario 3 (high-cube warehouse uses with church uses), buildout of the Project site based on the site's existing General Plan land use designations would result in 631 more residents and 697 more jobs. Although the Project would generate employees and residents that vary from the population/employment levels anticipated by the General Plan for the Project site, the overall intensity of development on site would not be substantially different from what was anticipated by the General Plan for the area. That is, the General Plan anticipated development of the Project site with urban land uses (including a mixture of medium-density residential and light industrial and business park uses), and the business park, residential, and church uses proposed as part of the Project are substantially consistent with the site's existing General Plan land use designations. In fact, in compliance with the Housing Crisis Act (HCA), the proposed Project's maximum residential density is the same as currently exists, meaning that impacts should be substantially the same. Furthermore, in the event that OVNSP Planning Area 2 is developed with church uses in lieu of residential uses, the Project would generate a nominal increase in the number of jobs associated with the church use, and approximately 631 fewer residents than anticipated with buildout of the Project site according to the site's existing General Plan land use designations. Moreover, physical environmental effects associated with buildout of the Project as proposed have been evaluated throughout this EIR, and there are no environmental effects associated with the Project's planned land uses that have not already been evaluated and, where necessary, mitigated to the maximum feasible extent. Accordingly, the Project would not directly induce substantial unplanned population growth in the Project area, and impacts would therefore be less than significant.

B. *Induced Population Growth Analysis*

According to SCAG's 2020-2045 RTP/SCS, the population in the City of Calimesa is anticipated to increase from approximately 8,500 people in 2016 to a population of 20,600 people by 2045, representing a growth rate of approximately 4.9% per year or an average of approximately 417 new residents per year. Employment within the City over this time period is anticipated to increase from approximately 1,600 jobs in 2016 to approximately 4,100 jobs by 2045, representing growth rate in the number of jobs of approximately 5.4% per year, or an average increase of 86 jobs per year. (SCAG, 2020a, Demographics and Growth Forecast Technical Appendix, Table 14)

In 2021, Riverside County as a whole had a total of 600,324 jobs and 868,020 households, resulting in a jobs-to-housing ratio of 0.69 (USCB, 2022). By comparison and assuming OVNSP Planning Area 2 is developed with residential uses and OVNSP Planning Area 1 is developed with high-cube warehouse uses (i.e., land use Scenario 1), the Project would provide for a total of 223 households and a total of 954 employees, resulting in a jobs-to-housing ratio of 4.28. Under land use Scenario 2 (high-cube parcel hub uses and 223 multi-family dwelling units), the Project would provide for a total of 223 households and a total of 3,274 employees, resulting in a jobs-to-housing ratio of 14.68. In the event that OVNSP Planning Area 1 is developed with high-cube warehouse uses and OVNSP Planning Area 2 is developed with church uses (i.e., land use Scenario 3), the Project would provide no residential uses and 954 employees (plus a nominal number of employees associated with the church use).

The Project's labor demand is not expected to draw substantial numbers of new, unplanned residents to the area. This is because the Project region already suffers from a poor jobs-housing ratio, wherein there are more residents than jobs available. The proposed Project would provide job opportunities closer to home for existing and future residents in the nearby area, which would subsequently help achieve a better job-to-housing balance.

Based on the foregoing, the proposed Project is not expected to be a catalyst for any substantial, unplanned population increase particularly considering that the Project site is already designated and zoned for urban development (residential, business park, and industrial). There are no components of the proposed Project that would remove obstacles to development in the local area and result in indirect unplanned population growth. Furthermore, as part of the Project, the Project Applicant would dedicate 3.4 acres for the widening of Beckwith Avenue and Calimesa Boulevard. Utilities are site adjacent in these roads. The proposed Project would connect to site-adjacent existing and planned infrastructure and would not construct new infrastructure or increase the capacity of existing infrastructure. Therefore, none of the proposed Project's physical improvements would remove any development obstacles/barriers and that could result in unplanned growth. Like the Project site itself, the Project already is in an area that is planned for urban development, as identified by the City's General Plan Land Use Map (refer to EIR Figure 2-4, *Existing General Plan Land Use Map*, in Section 2.0, *Environmental Setting*).

Based on the foregoing analysis, neither the proposed Project nor any Project-related component would directly or indirectly result in substantial unplanned population growth that would cause a significant impact to the environment. Impacts would be less-than-significant.

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

Under existing conditions, the Project site is vacant and undeveloped, except for one (1) vacant single-family home located in the central portion of the Project site. Implementation of the proposed Project would result in the demolition of this existing home. The removal of this existing home from the Project site would not substantially affect the supply of housing in the City or region and would not displace substantial numbers of existing people or housing necessitating the construction of replacement housing elsewhere. Furthermore, the Project would accommodate up to 223 new dwelling units on site within OVNSP Planning Area 2 in full compliance with the "no net loss" provisions of the HCA. Therefore, the Project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere, and impacts would be less than significant.

4.14.5 Cumulative Impact Analysis

This cumulative impact analysis considers development of the proposed Project in conjunction with other development projects and planned development within the City of Calimesa and nearby portions of Riverside County and San Bernardino County, including the City of Beaumont, City of Yucaipa, City of Banning, and Moreno Valley. This study area is appropriate because growth in the Project region largely is controlled by the general plans of these cities and counties.

As indicated under the analysis of Threshold a., the overall intensity of development on site would not be substantially different from what was anticipated by the General Plan for the area. Additionally, in the event that OVNSP Planning Area 2 is developed with church uses in lieu of residential uses, the Project would generate approximately 631 fewer residents than anticipated with buildout of the Project site according to the site's existing General Plan land use designations. Moreover, cumulatively-considerable physical environmental effects associated with buildout of the Project as proposed have been evaluated throughout this EIR, and there are no cumulatively-considerable environmental effects associated with the Project's planned land uses that have not already been evaluated and, where necessary, mitigated to the maximum feasible extent. In addition, the Project would not indirectly result in unplanned housing and population growth, as the Project would serve to increase the jobs-housing balance within the region and none of the proposed Project's physical improvements would remove any development obstacles/barriers and that could result in unplanned growth. As such, the proposed Project's contribution to unplanned housing and population growth would not be cumulatively considerable.

As discussed under the analysis of Threshold b., the Project would result in the removal of one single-family dwelling unit, but add up to 223 new dwelling units on site and would fully comply with the "no net loss" provisions of the HCA. Accordingly, the Project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere, and cumulatively-considerable impacts would therefore not occur.

4.14.6 Significance of Impacts Before Mitigation

Threshold a: Less-than-Significant Impact. The overall intensity of development on the site would not be substantially different from what was anticipated by the General Plan, which includes a mix of industrial, business park, and residential uses. The Project would not indirectly result in unplanned housing and population growth because the Project would not significantly affect the jobs-housing balance within the region and none of the proposed Project's physical improvements would remove any development obstacles/barriers and that could result in unplanned growth. As such, the proposed Project's contribution to unplanned housing and population growth would be less than significant.

Threshold b: Less-than-Significant Impact. The Project would remove one unoccupied single-family dwelling unit but would add up to 223 new dwelling units on the site and the Project would be fully comply with the no net loss provisions of the HCA. Accordingly, the Project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere, and impacts would be less than significant.

4.14.7 Mitigation Measures

Impacts would be less than significant; therefore, mitigation is not required.

4.15 PUBLIC SERVICES

This Subsection 4.15 provides information on existing public services and service levels for fire protection, police protection, schools, libraries, and public health facilities, and evaluates impacts to the physical environment that may result from the demand the Project may have on such services.

4.15.1 EXISTING CONDITIONS

A. Fire Protection/Emergency Medical Services

The City of Calimesa Fire Department (CFD) provides fire protection services and emergency medical services for the Project site. The CFD is located at 906 Park Avenue in the City of Calimesa, or approximately 2.7 roadway miles from the Project site. The CFD currently employs a Fire Chief, Deputy Fire Chief, Battalion Chief, 3 Captains, 9 Firefighter/EMT's and a pool of Intern/Reserve Firefighters and run two-engine companies staffed with 6 persons at all times (i.e., 4 full-time career firefighters and two intern/reserve on all shifts). Additional fire protection services are provided from the Riverside County Fire Department (RCFD) through Station No. 22 located at 10055 Avenida MiraVilla, Cherry Valley, or approximately 3.5 miles east of the Project site, and Station No. 22 responds to calls as needed. (City of Calimesa, 2023; City of Calimesa, 2014, p. 4-4; Google Earth, 2023)

B. Sheriff Services

The Riverside County Sheriff's Department (RCSD) provides community policing for the Project area. The Sheriff's Station serving the Project area is the Cabazon Station, located at 50290 Main Street, Cabazon, CA 92230, approximately 15.6 miles from the Project site. In addition to policing services, other services provided by the Sheriff's Department include, but are not limited to, operating correctional facilities, performing traffic control, and providing crime prevention education. Also, the Sheriff's Department coordinates with volunteer groups such as Neighborhood Watch Programs and the Community Oriented and Policing Problem Solving (COPPS) Program and the Community Oriented Policing (COP) Program. COPPS shifts the focus of police work from a solely reactive mode by supplementing traditional law enforcement methods with proactive problem-solving approaches that involve the community as well as the police. (City of Calimesa, n.d.; Riverside County Sheriff, n.d.; Google Earth, 2023)

While the City of Calimesa General Plan includes policies related to police protection, these policies do not establish a standard for the number of deputies required to serve new development. Riverside County has set a minimum standard of 1.0 deputy per 1,000 residents, which was adopted as part of the "Commitment to Public Safety and Citizens' Option for Public Safety," by the Riverside County Board of Supervisors on September 17, 1996. The Sheriff's Department previously has indicated that their desired staffing level is 1.2 deputies per 1,000 residents, while Mitigation Measure 4.15.C of Riverside County EIR No. 441 (which was prepared for the County's 2015 General Plan Update) establishes a standard of 1.5 sworn peace officers per 1,000 population.

C. Schools

The Project site is located within the boundaries of the Beaumont Unified School District (BUSD). The nearest public schools to the Project site include the Summerwind Trails school, which serves grades K-8, and Beaumont High School, which serves grades 9-12. Summerwind Trails School is located at 1020 Poinsettia Circle, Calimesa, approximately 0.27-mile south of the Project site. Beaumont High School is located at 39139 Cherry Valley Boulevard in the City of Beaumont, approximately 3.1 miles southeast of the Project site. As of the 2022/23 school year, the BUSD had a total capacity of 12,921 students, including 6,561 elementary, 2,697 middle, and 3,663 high school students, with a total enrollment in the 2021/22 school year of 11,301 students, resulting in an estimated excess capacity of 1,620 seats that includes 1,259 excess elementary school seats, 173 excess middle school seats, and 188 excess high school seats. (BUSD, 2022b, pp. iii-iv)

D. Parks

The nearest federal park to the Project site is the San Bernadino National Forest, approximately 7.7 miles northeast of the Project site. The nearest California State Park is Wildwood Canyon Park, located approximately 3.4 miles northeast of the Project site. The only regional parks within a 5.0-mile radius of the Project site are the Bogart Regional Park in Cherry Valley, located approximately 4.5 miles east of the Project site, and Noble Creek Regional Park in Cherry Valley, located approximately 3.6 miles southeast of the Project site. Local parks within a 2.0-mile radius of the Project site include Fourth Street Community Park, located approximately 1.7 miles northwest of the Project site; Palmer Park, located approximately 0.8-mile southwest of the Project site; Trevino Park, located approximately 0.8-mile south of the Project site; Mickelson Park, located approximately 1.2 miles south of the Project site; Stetson Park, located approximately 1.7 miles southeast of the Project site; and Nicklaus Park & Dog Park, located approximately 1.6 miles southwest of the Project site. (City of Calimesa, 2014, p. 7-2 through 7-6)

E. Libraries

The Calimesa Library is the nearest library to the Project site, and is located at 974 Calimesa Boulevard, or approximately 1.8 miles northwest of the Project site. In addition, the Beaumont Library District (BLD) operates a library at 125 E. 8th Street in the City of Beaumont, which is located approximately 4.4 miles southeast of the Project site, and is available to serve City of Calimesa residents. The San Bernadino Public Library System (SBPLS) also operates a branch at 12040 5th Avenue in the City of Yucaipa, which is located approximately 4.0 miles north of the Project site and also is available to Calimesa residents. (City of Calimesa, 2014, p. 7-6; Google Earth, 2023)

The Calimesa Library, which is the primary library that serves residents within the Project area, is operated by the City's Library Systems and Services (LSSI) through a contract with the Riverside County Public Library System (RCPLS). The RCPLS operates a system of 35 libraries and two book mobiles (one serving Coachella Valley and one serving western Riverside County) to serve unincorporated populations. In addition, the RCPLS operates an automated network that currently deploys over 350 computer/terminal workstations in the library branches of the RCPLS, Riverside Public Library, Moreno Valley Library, Murrieta Public Library, Murrieta Valley High School, and College of the Desert. The network can also be accessed by Riverside County residents via the Internet. The library system manages the library catalog of the 1.3 million items in

the library system and the annual checkout of over 3.5 million books, audios, and videos. For 2010, the RCPLS reported a total of 681,117 'registered borrowers' utilizing County library services. (Riverside County, 2015, pp. 4.17-65 and 4.17-66)

The RCPLS does not maintain a specific numerical factor to analyze the needs created by new development. However, the American Library Association suggests that an appropriate service criterion would be availability of convenient library facilities and book reserves at a rate of 0.5 square foot (s.f.) of library space and 2.5 volumes per capita. The RCPLS's ability to support the needs of future growth is dependent upon its ability to secure sites for, construct, and stock new libraries on a timely basis. As of 2015, there was no specific funding mechanism for expansion of library facilities. Based on 2010 reported registered borrowers (681,117) and current square footage of library facilities available (333,884), as of 2015 RCPLS facilities provided approximately 0.49 s.f. of space per registered borrower (not the Riverside County population as a whole). (Riverside County, 2015a, p. 4.17-66)

F. Health Services

Public health services throughout Riverside County are provided by the Riverside County Department of Public Health. However, most health services are provided by the private sector. The nearest medical facility to the Project site is the San Gorgonio Memorial Hospital, located at 600 N Highland Springs Avenue, Banning, CA 92220, or approximately 6.0 miles southeast of the Project site (Google Earth, 2023). The San Gorgonio Memorial Hospital provides a wide range of emergency health services.

4.15.2 Applicable Environmental Regulations

The following is a brief description of the federal, state, and local environmental laws and related regulations related to public services.

A. State Regulations

1. Fire Protection Services Regulations and Plans

- Public Resources Code (PRC) §§ 4290-4299

These sections establish minimum statewide fire safety provisions pertaining to: roads for fire equipment access; signs identifying streets, roads, and buildings; minimum private water supply reserves for emergency fire use; and fire fuel breaks and greenbelts. With certain exceptions, all new construction after July 1, 1991, in potential wildland fire areas, is required to meet these statewide standards. The state requirements, however, do not supersede more restrictive local regulations. (CA Legislative Info, n.d.)

As defined by CalFire, wildland areas defined as State Responsibility Areas (SRAs) may contain substantial wildfire risks and hazards. They consist of lands exclusive of cities, and federal lands regardless of ownership. The primary financial responsibility for preventing and suppressing fires within wildlands belongs to the State of California. However, it is not the State of California's responsibility to provide fire protection services to buildings or structures located within the wildlands unless CalFire has entered into a cooperative agreement with a local agency for those purposes pursuant to PRC § 4142. As such, wildland areas require disclosure of these fire hazards in real estate transactions, and owners of properties in wildland areas are subject to PRC §

4291 maintenance requirements. The law requires CalFire every five years (1991, 1996, 2001, etc.) to provide maps identifying the boundaries of lands classified as SRAs to the Riverside County Assessor. (CA Legislative Info, n.d.)

❑ PRC §§ 4102-4127 - State Responsibility Areas (SRAs)

PRC § 4102 specifies that "'State responsibility areas' means areas of the state in which the financial responsibility of preventing and suppressing fires has been determined by the [State Fire] Board pursuant to § 4125, to be primarily the responsibility of the state." These areas may contain state or privately-owned forest, watershed, and rangeland. §§ 4126-4127 of the PRC further specify the standards that define what does and does not constitute an SRA. (CA Legislative Info, n.d.)

❑ California Code of Regulations (CCR) Title 24, Parts 2 and 9 – Fire Codes

Part 2 of Title 24 of the CCR refers to the California Building Code which contains complete regulations and general construction building standards of State of California adopting agencies, including administrative, fire and life safety and field inspection provisions. Part 2 was updated in 2008 to reflect changes in the base document from the Uniform Building Code to the International Building Code. Part 9 refers to the California Fire Code, which contains other fire safety-related building standards. In particular, Chapter 7A, "Materials and Construction Methods for Exterior Wildfire Exposure," in the 2010 California Building Code addresses fire safety standards for new construction and § 701A.3.2 addresses "New Buildings Located in Any Fire Hazard Severity Zone." (BSC, n.d.)

❑ CCR Title 14 – Natural Resources

These regulations constitute the basic wildland fire protection standards of the California Board of Forestry. They were prepared and adopted to establish minimum wildfire protection standards in conjunction with building, construction, and development within SRAs. Among other things, Title 14 requires the design and construction of structures, subdivisions, and developments in an SRA provide for basic emergency access and perimeter wildfire protection measures (fire fuel modification zones, etc.). (CCR, n.d.)

❑ California Government Code (CGC) §§ 51178-51179 – Very High Fire Hazard Severity Zones

§ 51178 specifies that the Director of CalFire, in cooperation with local fire authorities, must identify areas that are Very High Fire Hazard Severity Zones (VHFHSZs) in Local Responsibility Areas (LRAs), based on consistent statewide criteria and the expected severity of fire hazard. It further specifies that VHFHSZs "shall be based on fuel loading, slope, fire weather and other relevant factors," including areas subject to Santa Ana winds which are a "major cause of wildfire spread." § 51179 states that a local agency (such as a county) must also designate (and map) the VHFHSZs in its jurisdiction by ordinance. (See the discussion on Ordinance No. 787, below, regarding Riverside County's VHFHSZs). Other portions of the Government Code outline when a local agency may use its discretion to exclude areas from VHFHSZ requirements or add areas not designated by the State of California to its VHFHSZ areas. (CA Legislative Info, n.d.)

❑ CGC § 51182 – Defensible Space

Pursuant to this code, a person who "owns, leases, controls, operates or maintains an occupied dwelling or occupied structure in, upon or adjoining a mountainous area, forest-covered land, brush-covered land, grass-covered land or land that is covered with flammable material" in a very high fire hazard severity zone designated by the local agency pursuant to § 51179, shall at all times maintain a specified amount of "defensible space" to protect structures in high fire hazard areas. (CA Legislative Info, n.d.)

❑ PRC § 4213 - Fire Prevention Fees

Pursuant to PRC § 4213, in July of 2011, the State of California began assessing an annual "Fire Prevention Fee" for all habitable structures within the State's Responsibility Area (SRA) to pay for fire prevention services. The SRA is the portion of the state where the State of California is financially responsible for the prevention and suppression of wildfires. The SRA does not include lands within incorporated city boundaries, Tribal or federally owned land. As a result of AB 398, California Global Warming Solutions Act of 2006, the fire prevention fee was suspended as of July 1, 2017. (CCR, n.d.)

2. School Services Regulations and Plans

❑ Assembly Bill (AB) 16

In 2002, AB 16 created the Critically Overcrowded School Facilities program, which supplements the new construction provisions within the School Facilities Program (SFP). The SFP provides State of California funding assistance for new facility construction projects and modernization projects. The Critically Overcrowded School Facilities program allows school districts with critically overcrowded school facilities, as determined by the California Department of Education (CDE), to apply for new construction projects in advance of meeting all SFP new construction program requirements. Districts with SFP new construction eligibility and school sites included on a CDE list of source schools may apply. (CA Legislative Info, n.d.)

❑ Leroy F. Greene School Facilities Act of 1998 (Senate Bill [SB] 50)

Senate Bill 50 (SB 50) was enacted by the State Legislature in 1998, which amended existing state law governing school fees. In particular, SB 50 amended prior California Government Code (CGC) § 65995(a) to prohibit state or local agencies from imposing school impact mitigation fees, dedications, or other requirements in excess of those provided in the statute in connection with "any legislative or adjudicative act...by any state or local agency involving...the planning, use, or development of real property...." (CA Legislative Info, n.d.)

The legislation also amended CGC § 65996(b) to prohibit local agencies from using the inadequacy of school facilities as a basis for denying or conditioning approvals of any "legislative or adjudicative act [involving] the planning, use or development of real property." Further, SB 50 established the base amount of allowable developer fees: $1.93 per square foot for residential construction and $0.31 per square foot for commercial. These base amounts are commonly called "Level 1 fees" and are the same caps that were in place at the time SB 50 was enacted. Level 1 fees are subject to inflation adjustment every two years. (CA Legislative Info, n.d.)

In certain circumstances, for residential construction, school districts can impose fees that are higher than Level 1 fees. School districts can impose Level 2 fees, which are equal to 50% of land and construction costs if they: (1) prepare and adopt a school needs analysis for facilities; (2) are determined by the State Allocation Board to be eligible to impose these fees; and (3) meet at least two of the following four conditions: (CA Legislative Info, n.d.)

- At least 30% of the district's students are on a multi-track year-round schedule.
- The district has placed on the ballot within the previous four years a local school bond that received at least 50% of the votes cast.
- The district has passed bonds equal to 30% of its bonding capacity.
- Or, at least 20% of the district's teaching stations are relocatable classrooms.

Additionally, if the State of California's bond funds are exhausted, a school district that is eligible to impose Level 2 fees is authorized to impose even higher fees. Commonly referred to as "Level 3 fees," these fees are equal to 100% of land and construction costs of new schools required as a result of new developments. (CA Legislative Info, n.d.)

B. Local Regulations

❑ City of Calimesa Municipal Code Chapter 18.115 (Developer Impact Fees)

City of Calimesa Municipal Code Chapter 18.115 establishes the City's Developer Impact Fee (DIF) ordinance. The purpose of the DIF fees is to provide the mechanism by which the city council will establish, adjust, and collect DIFs to mitigate the costs associated with additional capital, infrastructure, public facilities, and service improvement needs attributed to new development. Currently, the City assess the DIF fee at a rate of $13,545.00 per attached dwelling unit, $3.407 per square-foot of business park building area, and $6.359 per square-foot of institutional uses (such as churches).

❑ City of Calimesa Municipal Code § 17.15.110 (Park and Recreation Fees and Dedications)

§ 17.15.110 of the City of Calimesa Municipal Code establishes requirements related to the dedication of land and/or payment of fees as part of new residential subdivisions for the purposes of accommodating parks within the City. § 17.15.110 establishes a standard of five acres of parkland for each 1,000 residents of the City, which applies to any new subdivisions within the City that contain residential uses. For residential subdivisions that do not meet the required parkland dedication acreage, § 17.15.110 requires the payment of park land impact mitigation fees. Commercial and industrial developments are explicitly exempt from the provisions of § 17.15.110.

4.15.3 Basis for Determining Significance

According to Section XV of Appendix G to the CEQA Guidelines, the proposed Project would result in a significant impact to public services if the Project or any Project-related component would:

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

- *Fire protection;*
- *Police protection;*
- *Schools;*
- *Parks; or*
- *Other Public Facilities*

4.15.4 IMPACT ANALYSIS

Threshold a.:	***Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities or the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection facilities?***

The Project would entail development of the 110.2-acre Project site with four warehouse buildings containing 982,232 s.f. of building area on approximately 58.4 acres; truck trailer storage on ± 37.2 acres; and an 11.2-acre area in the southern portion of the Project site that may be developed either with 223 "Residential High" dwelling units or a 1,200-seat church. The Project would place additional demand on the CFD, which provides primary fire protection services in the Project Area, and as such the Project has the potential to cumulatively affect the CFD's and RCFD's ability to service the planned population in the Project area.

As a condition of Project approval, the proposed Project would be required to conform to all mandatory local, State, and federal laws, ordinances, and standards relating to fire safety. Among other items, these requirements include conformance with the Chapter 7A of the California Building Code. The access routes in the local area would be required to be maintained throughout construction and buildout of the Project. Additionally, the Project would be subject to the fire code standards established as part of City of Calimesa Municipal Code Chapter 15.10 (Adoption of the 2019 Edition of the California Fire Code). The Project's buildings are required by law to include fire sprinklers. Moreover, all structures would be protected by an automatic internal fire sprinkler system. Fire sprinkler systems shall be in accordance with CFD requirements and National Fire Protection Association (NFPA) Standard 13. Fire sprinkler plans for each structure would be submitted and reviewed by CFD for compliance with the applicable fire and life safety regulations, codes, and ordinances as well as the CFD Development/Construction Requirements requiring appropriate CFD access and adequate supplies of water.

Nonetheless, development of the proposed Project would impact fire services by placing an additional demand on existing CFD and RCFD resources and personnel. Although the City of Calimesa General Plan does not establish performance objectives for fire services, the Riverside County Fire Protection Master Plan establishes a standard requiring the construction of a new fire station and/or appropriate fire company resources for the development of 2,000 dwelling units or more, or for development of more than 3.0 million square feet of

industrial or commercial uses. As noted above, the Project Applicant proposes the development of up to 982,232 s.f. of business park building area on approximately 58.4 acres, truck trailer storage on approximately 37.2 acres, and an 11.2-acre area in the southern portion of the Project site that may be developed either with 223 "Residential High" dwelling units or a 1,200-seat church. Thus, the Project would not trigger the need for a new fire station, as the Project's land uses (combined) would not exceed the threshold at which a new fire station or appropriate fire resources are required. However, the Project would place additional demand on existing resources and personnel. Although new fire protection facilities ultimately may be needed in the Project area to serve the Project and other future development in the area, it is not possible to identify environmental impacts that may be associated with the development of any new fire protection facilities until a specific proposal and design for the facility is prepared by the CFD or RCFD. Accordingly, impacts due to the construction of new or expanded fire protection facilities are too speculative for evaluation in this EIR (CEQA Guidelines § 15145). Environmental effects of such fire protection facilities and any associated mitigation would be identified through a future CEQA process required in association with any future proposals for new or expanded fire protection facilities.

Additionally, the Project would be required to adhere to Chapter 18.115 (Development Impact Fees) of the Calimesa Municipal Code, which requires payment of a Development Impact Fee (DIF) to assist the City in providing for additional capital and infrastructure needs attributed to new development, including fire protection facilities. Accordingly, Project-related impacts to fire protection services and facilities would be less than significant, and no mitigation beyond payment of DIF fees is required.

Threshold b.: ***Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered sheriff facilities or the need for new or physically altered sheriff facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for sheriff services?***

The Project would entail development of the 110.2-acre Project site with four warehouse buildings containing 982,232 s.f. of building area on approximately 58.4 acres; truck trailer storage on ± 37.2 acres; and an 11.2-acre area in the southern portion of the Project site that may be developed either with 223 "Residential High" dwelling units or a 1,200-seat church. The Project is anticipated to result in approximately 642 residents, and either up to approximately 954 employees under the scenario in which high-cube warehouse uses are proposed (i.e., land use Scenarios 1 and 3), or approximately 3,274 employees under the scenario in which the Project's warehouse buildings are occupied with high-cube parcel hub uses (i.e., land use Scenario 2) . Development of the property and the introduction of new business park buildings, truck trailer storage, residences, and/or church uses on site could result in an incremental increase in criminal activity such as burglaries, thefts, auto theft, vandalism, etc. However, according to the RCSD, there is not a direct correlation between population growth, the number of crimes committed, and the number of RCSD personnel needed to respond to these increases. As the population and use of an area increases, however, additional financing of equipment and manpower need are required to meet the increased demand.

The proposed Project would result in an increase in the cumulative demand for services from the RCSD, which provides police protection services to the Project area. Specifically, under the scenario in which the Project's

warehouse buildings are occupied with high-cube warehouse uses and OVNSP Planning Area 2 is developed with up to 223 multi-family residential uses (i.e., land use Scenario 1), the Project would generate a demand for up to approximately two new sworn in officers ([up to 954 employees + up to 642 residents] x 1.5 officers/1,000 population = 2.39 officers) based on the 1.5 per 1,000 population service standard. Under the scenario in which the Project's warehouse buildings are occupied with high-cube parcel hub uses and OVNSP Planning Area 2 is developed with up to 223 multi-family residential uses (i.e., land use Scenario 1), the Project would generate a demand for up to approximately six new sworn in officers ([up to 3,274 employees + up to 642 residents] x 1.5 officers/1,000 population = 5.87 officers) based on the 1.5 per 1,000 population service standard. The Project's demand for sheriff services would be slightly reduced if the southwest portion of the Project site is developed with church uses in lieu of residential uses (i.e., land use Scenario 3). Staff necessary to support the additional deputies would include an appropriate level of civilian, investigation, and supervisory personnel. The proposed Project would not, however, in and of itself result in the need for new or expanded sheriff facilities to accommodate new personnel.

The Project is required to adhere to Chapter 18.115 (Development Impact Fees) of the Calimesa Municipal Code, which requires payment of a DIF fee, portions of which may be allocated to assist the RCSD in providing for sheriff protection services, including new or expanded facilities. Payment of the DIF fee would ensure that funds are available for capital improvements, such as land/equipment purchases and sheriff facilities construction. Accordingly, Project-related impacts to sheriff protection services are evaluated as less than significant and no mitigation beyond payment of DIF fees would be required.

Therefore, implementation of the Project would not result in the need for new or expanded sheriff facilities, and impacts would be less than significant. The Project's incremental demand for sheriff protection services also would be less than significant because the Project would be required to contribute DIF fees. Accordingly, a less-than-significant impact would occur with respect to sheriff protection services or facilities as a result of implementation of the proposed Project.

Threshold c.:	***Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities or the need for new or physically altered school facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for school services?***

As previously stated, the Project site is located within the BUSD. The Project would accommodate up to 982,232 s.f. of business park building area on approximately 58.4 acres, truck trailer storage on approximately 37.2 acres, and an 11.2-acre area in the southern portion of the Project site that may be developed either with 223 "Residential High" dwelling units or a 1,200-seat church. Of these uses, only the Project's residential uses have the potential to directly affect the capacity at local schools, as the Project's business park, truck trailer storage, and potential church use are anticipated to generate only a nominal increase in students within the BUSD service area, as it is expected that the majority of jobs to be created by the Project would be filled by existing area residents. Furthermore, any nominal increase in students within the BUSD resulting from the Project's business park, truck trailer, and/or church uses is unlikely to exceed the capacity of existing BUSD

facilities, and any potential indirect impacts to school uses resulting from these proposed land uses would be addressed and fully mitigated through the payment of school impact fees, as discussed below.

According to student generation rates published as part of the BUSD's Fee Justification Report, and as summarized in Table 4.15-1, *Project-Related Student Generation*, the Project's 223 dwelling units are anticipated to generate approximately 107 students on an annual basis, including 50 elementary school students, 24 middle school students, and 33 high school students (BUSD, 2022b, Table VI).

Table 4.15-1 Project-Related Student Generation

School Type	Grades Served	Student Generation Rate	Dwelling Units	Project-Generated Students
Elementary School	K-6	0.2253 students/du	223	50
Middle School	7-8	0.1072 students/du	223	24
High School	9-12	0.1477 students/du	223	33
		Totals:	**223 du**	**107 students**

Note: du = dwelling units.
(BUSD, 2022b, Table VI)

As previously noted, the BUSD has an existing estimated excess capacity of 1,620 seats that includes 1,259 excess elementary school seats, 173 excess middle school seats, and 188 excess high school seats (BUSD, 2022b, pp. iii-iv). Thus, based on the Project's anticipated generation of 107 new students in the event that the 223 residential units are developed, the BUSD would have sufficient capacity to serve students generated by the Project. Notwithstanding, there is a potential that the Project, when considered in the context of ongoing growth and cumulative development, ultimately could result in an exceedance to the capacity of BUSD school facilities. Although the BUSD may need to construct new school facilities to meet the growing demand within the District, there are no current publicly available plans detailing where such facilities would be built. It is not possible to identify environmental impacts that may be associated with the construction of new or expanded school facilities until a specific proposal and design for a new facility is prepared by the BUSD, and any analysis of potential physical environmental impacts resulting from the construction and operation of new or school facilities would be speculative in nature (see CEQA Guidelines § 15145). Environmental effects of such school facilities and any associated mitigation would be identified through a future CEQA process required in association with any future proposals for new or expanded school facilities. Any mitigation measures required for new or expanded school facilities could be funded, in part, from property taxes and/or through payment of school impact fees (as discussed below).

Although it is not possible to identify physical environmental effects that may result from new or expanded school facilities, the Project Applicant would be required to contribute fees to the BUSD in accordance with the Leroy F. Greene School Facilities Act of 1998. As of June 2022, the BUSD assesses a Developer Fee at a rate of $4.79 per square-foot of residential building area and $0.78 per square-foot of business park and church building area. Pursuant to the Leroy F. Greene School Facilities Act of 1998, payment of school impact fees constitutes full and complete mitigation for Project-related impacts to school services. Mandatory payment of school impact would ensure that the Project's impacts to school facilities and services would be less than

significant. Accordingly, impacts would be less than significant and no mitigation beyond payment of fees would be required.

Threshold d.: ***Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered park facilities or the need for new or physically altered park facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for park services?***

As stated previously, the Project is anticipated to result in approximately 642 residents assuming that OVNSP Planning Area 2 is developed with 223 multi-family residential units (i.e., land use Scenarios 1 and 2) and either up to approximately 954 employees under the scenario in which the Project's warehouse buildings are occupied with (i.e., land use Scenarios 1 and 3), or up to approximately 3,274 employees under the scenario in which the Project's warehouse buildings are occupied with high-cube parcel hub uses (i.e., land use Scenario 2). Based on the City's objective to provide a minimum of 5.0 acres of parkland per 1,000 residents, and accounting only for the Project's residential uses (in conformance with § 17.15.110 of the City of Calimesa Municipal Code), the Project would generate a demand for approximately 3.21 acres of new parkland (642 residents x 5.0 acres of parkland/1,000 residents = 3.21 acres of parkland). The Project does not include the construction of on-site park facilities, and thus the Project's residential uses would not meet the established parkland standard identified in § 17.15.110 of the City's Municipal Code. Therefore, in compliance with subsection 17.15.110(B) of the City's Municipal Code, the City would condition the proposed Project to require the payment of park land impact mitigation fees. The City would use the park land impact mitigation fees to acquire and/or improve new parkland within the City, which in turn would assist the City in meeting its objective to provide a minimum of 5.0 acres of parkland per 1,000 residents. Although fees paid by the Project Applicant may be used to acquire and/or improve parkland, which may in turn result in potentially significant impacts to the environment, at this time there are no publicly available plans available from the City of Calimesa identifying future parkland construction or improvements within the City. It is therefore not possible to identify environmental impacts that may be associated with the construction or expansion of park facilities until a specific proposal and design for a facility is prepared by the City of Calimesa. Accordingly, impacts due to the construction of new or expanded park facilities are too speculative for evaluation in this EIR (CEQA Guidelines § 15145). Environmental effects of such park facilities and any associated mitigation would be identified through a future CEQA process required in association with any future proposals for new or expanded park facilities. Accordingly, Project impacts due to the construction or expansion of school facilities would be less than significant with mandatory payment of park land impact mitigation fees.

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

As previously noted, the nearest library to the Project site is the Calimesa Library, located approximately 1.8 miles northwest of the Project site. As of 2014, it was estimated that the Calimesa Library provided

approximately 0.35 square feet of library space per capita, which at the time was below the rate of 0.5 square feet recommended by the American Library Association. However, the City currently is undertaking plans for the expansion of the Calimesa Library through the addition of building area at the existing library site. However, no plans for the library expansion currently are publicly available. It is therefore not possible to identify environmental impacts that may be associated with the expansion of the Calimesa Library until a specific proposal and design for the expansion is prepared and approved by the City of Calimesa. Accordingly, impacts due to the construction of expanded library facilities are too speculative for evaluation in this EIR (CEQA Guidelines § 15145). Environmental effects from the library expansion and any associated mitigation would be identified through a future CEQA process required in association with any future proposals for the expanded library. (City of Calimesa, 2014, p. 7-6)

Notwithstanding, the Project has the potential to cumulatively affect the City's ability to provide library services within the City. As stated previously, the Project is anticipated to result in approximately 642 residents assuming that OVNSP Planning Area 2 is developed with 223 multi-family residential units (i.e., land use Scenarios 1 and 2) and either up to approximately 954 employees under the scenario in which the Project's warehouse buildings are occupied with high-cube warehouse uses (i.e., land use Scenarios 1 and 3), or up to approximately 3,274 employees under the scenario in which the Project's warehouse buildings are occupied with high-cube parcel hub uses (i.e., land use Scenario 2). The Project's business park, truck trailer storage, and church uses are anticipated to result in only a nominal increase in demand for library services within the local area, as a majority of the jobs that would be generated by the Project are anticipated to be filled be existing area residents. However, the introduction of up to 642 new residents within the City could cumulatively affect the ability of the Calimesa Library to serve residents of the City and surrounding areas. Based on the rates published by the American Library Association (i.e., 0.5 s.f. of library space and 2.5 volumes per capita), the Project's 642 residents would generate a demand for approximately 321 s.f. of additional library space and 1,605 volumes of library material.

Although the Project's incremental increase in demand for library services is anticipated to be accommodated with the planned expansion of the Calimesa Library, the Project, when considered in the context of ongoing growth and cumulative development, ultimately could result in the need for further construction or expansion of library facilities to meet the needs of the local area. However, the Project Applicant would be required to pay DIF fees Chapter 18.115 (Development Impact Fees) of the Calimesa Municipal Code. A portion of the fees collected pursuant to Chapter 18.115 could be allocated for the acquisition of new lands for libraries, for the construction of libraries, or for the expansion of existing library facilities (including the Calimesa Library). Any mitigation measures required for any future new or expanded library facilities could be funded, in part, from DIF fees, or could be funded in part from property taxes, including increased property taxes resulting from buildout of the Project site. As such, and assuming mandatory payment of fees pursuant to Chapter 18.115 of the Calimesa Municipal Code, Project impacts to library facilities and resources would be less than significant.

Threshold f:	***Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered health care facilities or the need for new or physically altered health care facilities, the construction of which could cause significant environmental***

impacts, in order to maintain acceptable service ratios, response times or other performance objectives for health care services?

As previously noted, the nearest medical facility to the Project site is the San Gorgonio Memorial Hospital, located at 600 N Highland Springs Avenue, Banning, CA 92220, or approximately 6.0 miles southeast of the Project site (Google Earth, 2023). The Project would generate up to approximately 642 residents in the scenarios in which OVNSP Planning Area 2 is developed with 223 multi-family residential uses (i.e., land use Scenarios 1 and 2), and either approximately 954 employees under the scenarios in which the Project's warehouse buildings are occupied with high-cube warehouse uses (i.e., land use Scenarios 1 and 3), or approximately 3,274 employees under the scenario in which the Project's warehouse buildings are occupied with high-cube parcel hub uses (i.e., land use Scenario 2) . The City of Calimesa General Plan does not identify any standards for health care services. However, Riverside County EIR No. 521, which was prepared for the County's 2015 General Plan Update and addressed health care services throughout the County, identified a service ratio of 1.9 hospital beds per 1,000 persons (Riverside County, 2015, p. 4.17-79). Thus, and based on this standard, under the scenario in which the Project's warehouse buildings are occupied by high-cube warehouse uses and OVNSP Planning Area 2 is developed with up to 223 multi-family residential uses (i.e., land use Scenario 1), the 1,596 total residents and employees that would be generated by the Project would generate a demand for approximately three new hospital beds (1,596 persons x 1.9 hospital beds/1,000 persons = 3.03 hospital beds). Under the scenario in which the Project's warehouse buildings are occupied with high-cube parcel hub uses and OVNSP Planning Area 2 is developed with 223 multi-family dwelling units (i.e., land use Scenario 2), the 3,916 total residents and employees that would be generated by the Project would generate a demand for approximately seven new hospital beds (3,916 persons x 1.9 hospital beds/1,000 persons = 7.44 hospital beds). Under the scenario in which the Project's warehouse buildings are occupied with high-cube parcel hub uses and OVNSP Planning Area 2 is developed with church uses (i.e., land use Scenario 3), the Project would generate a demand for approximately two new hospital beds (954 persons x 1.9 hospital beds/1,000 persons = 1.81 hospital beds).

Based on the Project's incremental increase in demand for hospital beds, it is not anticipated that the Project would result in the need for construction or expansion of health care facilities. Additionally, the provision of private health care is largely based on economic factors and demand and is beyond the scope of analysis required for this EIR. Moreover, the Project Applicant would be required to pay DIF fees pursuant to Chapter 18.115 of the City's Municipal Code, a portion of which may be allocated by the City of Calimesa towards health care facilities. Furthermore, additional funding may be made available in the future from property taxes, including increased property taxes resulting from buildout of the Project site. Thus, while new or expanded health care facilities may ultimately be needed within the region due to the anticipated growth in population, it is not possible to identify environmental impacts that may be associated with the development of any new health care facilities until a specific proposal and design is prepared. Accordingly, impacts due to the construction of new or expanded health care facilities are too speculative for evaluation in this EIR (State CEQA Guidelines § 15145). As such, impacts to public health care facilities and resources associated with the proposed Project would be less than significant with mandatory payment of DIF fees.

4.15.5 Cumulative Impact Analysis

This cumulative impact analysis considers development of the proposed Project in conjunction with other development projects and planned development in the service area of the CFD, RCSD, BUSD, the City of Calimesa, and RCLS, and assumes full buildout of the General Plans for jurisdictions within these service areas.

Although the proposed Project would be adequately served by fire protection services based on the proximity and response times estimated from nearby fire station facilities, the Project would nonetheless result in an incremental increase in requests for service, which would affect the fire department's ability to provide acceptable levels of service. These impacts include an increased number of emergency and public service calls due to the increased presence of structures, increased traffic volumes, and increased population. When considered in the context of on-going cumulative development throughout the City of Calimesa, such impacts would be cumulatively considerable. However, the proposed Project and all cumulative developments would be required to contribute DIF fees pursuant to Chapter 18.115 (Development Impact Fees) of the Calimesa Municipal Code, or the applicable local DIF ordinance for other jurisdictions within the cumulative study area. Mandatory DIF fee contributions by the Project and cumulative developments would ensure that adequate funding is provided to the CFD and/or RCSD for the acquisition of additional facilities, equipment, and personnel. Accordingly, the proposed Project's impact to fire protection services is evaluated as less-than-cumulatively considerable.

Although the Project site would be adequately served by sheriff facilities, the increased population that would be generated by the Project, when considered in conjunction with other on-going development throughout western Riverside County, has the potential to adversely affect service response times. However, the proposed Project and all cumulative developments would be required to contribute fees pursuant to Development Impact Fee ordinances adopted by the City of Calimesa and other local jurisdictions in the region, which would help to provide for adequate equipment and personnel in the Project area. Therefore, with mandatory payment of DIF fees, Project impacts to police protection services would be less-than-cumulatively considerable.

As previously shown in Table 4.15-1 and discussed under the analysis of Threshold c., it is anticipated that the BUSD would have sufficient capacity to accommodate students generated by the Project's residential uses. However, there is a potential that the Project, when considered in the context of ongoing growth and cumulative development, ultimately could result in an exceedance to the capacity of BUSD school facilities. The Project Applicant and other on-going and cumulative developments would be subject to payment of fees pursuant to local ordinances implementing the requirements of the Leroy F. Greene School Facilities Act of 1998. Pursuant to the Leroy F. Greene School Facilities Act of 1998, payment of school impact fees constitutes full and complete mitigation for Project-related impacts to school services. As such, and with mandatory fee payment, the Project's impacts to school services and facilities would be less-than-cumulatively considerable.

As discussed under the analysis of Threshold d., the Project does not include the construction of on-site park facilities, and thus the Project's residential uses would not meet the established parkland standard identified in § 17.15.110 of the City's Municipal Code. Therefore, in compliance with subsection 17.15.110(B) of the City's Municipal Code, the City would condition the proposed Project to require the payment of park land

impact mitigation fees. The City would use the park land impact mitigation fees to acquire and/or improve new parkland within the City, which in turn would assist the City in meeting its objective to provide a minimum of 5.0 acres of parkland per 1,000 residents. Other cumulative developments within the region would be required to accommodate adequate parkland on site and/or would be required to pay in-lieu park fees pursuant to § 17.15.110 of the City's Municipal or the equivalent local development and parkland impact fee ordinances of other jurisdictions within the region. Since individual development projects would be required to mitigate their incremental impact on parks and recreational facilities either through on-site dedications or in-lieu fee payments, and because the Project would be conditioned to require the payment of in-lieu park impact fees, the Project's increased demand for park and recreational facilities would be less than significant on a cumulatively-considerable basis.

The Project would result in an increase in population and contribute to an increase in demand for library services. However, it is not possible to identify environmental impacts that may be associated with such new or expanded library facilities until a specific proposal and design for such facilities are prepared by the City or RCPLS. Accordingly, impacts due to the construction of new or expanded library facilities are too speculative for evaluation in this EIR (CEQA Guidelines § 15145). Environmental effects of such library facilities and associated mitigation would be identified through a future CEQA process required in association with any future proposals for new or expanded library facilities. However, the Project and all cumulative developments would contribute property taxes and would be required to contribute DIF fees pursuant to Chapter 18.115 of the Calimesa Municipal Code (or the local DIF fee ordinances of other local jurisdictions in the area), which could be used for the purpose of acquiring book titles and/or additional library square footage. Therefore, because environmental impacts associated with new or expanded library facilities cannot be known at this time and because the Project and other cumulative developments would be required to contribute DIF fees that can be used for future construction or expansion of library facilities, Project impacts to library services and facilities would be less than significant on a cumulatively-considerable basis.

The proposed Project, when considered in conjunction with on-going growth and development in western Riverside County, would cumulatively impact the ability of local medical facilities that provide health services. However, the Project and all cumulative developments would be required to contribute DIF fees pursuant to Chapter 18.115 of the City's Municipal Code or the local DIF fee ordinances of other jurisdictions within the region. With mandatory payment of DIF fees, the Project's impacts to health services and facilities would be less than significant on a cumulatively-considerable basis.

4.15.6 Significance of Impacts Before Mitigation

Threshold a: Less-than-Significant Impact: With payment of mandatory DIF fees pursuant to Chapter 18.115 of the City's Municipal Code, the proposed Project's potential direct and cumulatively-considerable impacts to the Calimesa Fire Department would be reduced to less-than-significant levels, and the Project would not result in or require the construction of new fire protection facilities that could result in a significant impact to the environment.

Threshold b: Less-than-Significant Impact. With payment of mandatory DIF fees pursuant to Chapter 18.115 of the City's Municipal Code, the proposed Project's potential direct and cumulatively-considerable impacts

to the Riverside County Sheriff's Department would be reduced to less-than-significant levels, and the Project would not result in or require the construction of new police protection facilities that could result in a significant impact to the environment.

Threshold c: Less-than-Significant Impact. The Project's residential uses would generate approximately 107 students on an annual basis, and can be accommodated by the BUSD based on current capacity and enrollment data. Although the BUSD may need to construct new school facilities to meet the growing demand within this part of Riverside County, the payment of mandatory school impact fees pursuant to the Leroy F. Greene School Facilities Act of 1998 would ensure that the Project would not result in significant direct or cumulatively-considerable impacts to the ability of the BUSD to provide for school services. As such, the Project impacts would be less than significant.

Threshold d: Less-than-Significant Impact. The Project's residential uses would generate a demand for approximately 3.21 acres of new parkland; however, no parkland would be dedicated on site. In conformance with subsection 17.15.110(B) of the City's Municipal Code, the City would condition the proposed Project to require the payment of park land impact mitigation fees, which the City would use to acquire and/or improve new parkland within the City. As there are no publicly-available plans for the construction or expansion of new park facilities, impacts due to the construction of new or expanded park facilities are too speculative for evaluation in this EIR (CEQA Guidelines § 15145). Accordingly, Project impacts due to the construction or expansion of school facilities would be less than significant with mandatory payment of park land impact mitigation fees.

Threshold e: Less-than-Significant Impact. Although the Project would contribute to a need for new or expanded library facilities, the Project would be required to contribute DIF fees pursuant to Chapter 18.115 of the City's Municipal Code, which could be used in part to provide for library space and/or new book volumes. Accordingly, with mandatory payment of DIF fees, Project impacts to library services and facilities would be less than significant on both a direct and cumulatively-considerable basis.

Threshold f: Less-than-Significant Impact. With payment of mandatory DIF fees pursuant to Chapter 18.115 of the City's Municipal Code, the Project would result in less-than-significant direct and cumulatively-considerable impacts to health services facilities, and the Project would not result in or require the construction of new health services facilities that could result in a significant impact to the environment.

4.15.7 Regulatory Requirements and Project Features

RR 4.15-1 As a condition of Project approval, the proposed Project would be required to conform to all mandatory local, State, and federal laws, ordinances, and standards relating to fire safety. Among other items, these requirements include conformance with the Uniform Building Code § 1503, which requires that all buildings be constructed with fire retardant roofing material, as well as standard Calimesa Fire Department (CFD) conditions of approval (COAs) for new development.

RR 4.15-2 Prior to the issuance of building permits, the Project Applicant shall pay Developer Impact Fees (DIF) in accordance with the provisions of City of Calimesa Municipal Code Chapter 18.115.

RR 4.15-3 Prior to the issuance of occupancy permits, the Project Applicant shall pay School Impact Fees pursuant to Leroy F. Greene School Facilities Act of 1998 at the rates identified by the Beaumont Unified School District (BUSD) and that are in effect at the time of occupancy of each phase of the proposed development.

4.15.8 Mitigation

Impacts to public services would be less than significant; therefore, mitigation is not required.

4.16 RECREATION

This Subsection 4.16 provides an overview of the existing parks and recreational facilities that exist within the Project site's vicinity and that could potentially be physically affected by the implementation of the Project. The analysis herein is based in part on the City of Calimesa 2014 General Plan (General Plan) (City of Calimesa, 2014) and City of Calimesa Municipal Code (Calimesa, 2022). Refer to Section 7.0, *References*, for a complete list of these and other reference sources.

4.16.1 EXISTING CONDITIONS

The Project site is currently undeveloped, except for the southwestern portion of the site that has one vacant single-family residence. As such, the Project site does not include any uses that generate a demand for recreational facilities under existing conditions.

A. Federal Parks

The nearest federal park is the San Bernardino National Forest located approximately 7.7 miles northeast of the Project site. The San Bernardino National Forest has hundreds of miles of nationally recognized hiking trails, seven designated Wildernesses, 42 campgrounds, four winter recreation resorts, seven wild and scenic rivers, and off-highway vehicle riding. (USDA, 2023) There are no other federal parks in the Project's vicinity.

B. State Parks

The nearest California State Park is Wildwood Canyon State Park located approximately 3.8 miles northeast of the Project site. Wildwood Canyon State Park includes over 900 acres of rolling tree-studded hills. The park is open without charge for daytime non-motorized activities, including hiking, equestrian, and biking activities. (Calimesa, 2022, p. 7-5)

C. Regional and Local Parks

There are several local and regional parks in San Bernardino and Riverside counties that are close to the Project site and available to Calimesa residents, which are summarized below.

- **I Street Park (Yucaipa).** This park encompasses approximately 10.3 acres located at 5th Street and Avenue I in the City of Yucaipa and is located approximately 2.3 miles north of the Project site. Facilities at the park include three softball fields, a full-court basketball court, two tennis courts, a tot lot, open play areas, and shade/picnic structures. I Street Park is owned and operated by the City of Yucaipa. (Calimesa, 2014, p. 7-5; Yucaipa, 2016, p. 4- 6)
- **Yucaipa Wildwood Park (Yucaipa).** This park encompasses approximately 12.9 acres located at the southeast corner of the intersection of Mesa Grande and Wildwood Canyon Road and is located approximately 3.3 miles northeast of the Project site. Facilities at the park include a tot lot, open play areas, an equestrian staging area, and shade/picnic structures. This park is operated by the City of Yucaipa. (Calimesa, 2014, p. 7-5; Yucaipa, 2016, p. 4- 6)

- **Yucaipa Regional Park and Yucaipa Community Park (Yucaipa).** These facilities are located along Oak Glen Road in the northwest portion of Yucaipa and approximately 5.0 miles north of the Project site. The regional park encompasses a total of 385 acres and includes three lakes, a swimming complex, a snack bar, and an administrative office. Summer activities include use of two 350-foot water slides, paddleboats, and aqua cycles. Freshwater rainbow trout fishing also is available, and the San Bernardino County Regional Parks Department stocks the lake. Winter activities include tent and RV camping. The park is operated and maintained by the County of San Bernardino. Yucaipa Community Park is contiguous to the Yucaipa Regional Park and includes a community center, sports complex (including 7 ball fields), tot lots, and picnic/shade structures. The Yucaipa Community Park is operated by the City of Yucaipa. (Calimesa, 2014, p. 7-5; Yucaipa, 2016, p. 4- 5)
- **Bogart Regional Park (Cherry Valley).** This park is located at 9600 International Park Road in Cherry Valley, encompasses 600 acres, and is located approximately 4.5 miles east of the Project site. The park consists of hilly land with live oak trees and a lake fed by Noble Creek. The park features 27 campsites, 3 group camping sites, hiking trails, biking allowed on trails, fishing pond, picnic areas, fire pits, restrooms, and is pet friendly. The park is operated by Riverside County. (Calimesa, 2014, p. 7-5; BVRD, 2023)
- **Noble Creek Park (Cherry Valley).** This park is located at 390 Oak Valley Parkway in the Cherry Valley Community and is located approximately 3.6 miles southeast of the Project site. The park encompasses 63 acres and features softball fields, baseball diamonds, tennis courts, picnic and playground facilities, an equestrian arena, a recreation center for receptions, and an administrative office. This park is part of the Beaumont-Cherry Valley Parks and Recreation District. (Calimesa, 2014, p. 7-6; Beaumont, 2023)

City-owned recreational facilities are limited to Creekside Park, 4th Street Park, and the Norton Younglove Multipurpose Senior Center. These facilities occupy a total of approximately 5.86 acres. (Calimesa, 2014, p. 7-2) A description of these facilities is provided below.

- **The Norton Younglove Multipurpose Senior Center.** The senior center is located at 908 Park Avenue, adjacent to City Hall. The center serves as the venue for meetings and events when not serving the needs of seniors. (Calimesa, 2014, p. 7-2) This facility is located approximately 1.9 miles north of the Project site.
- **Creekside Park.** This park encompasses 1.17 acres on 7th Place between West Avenue L and West County Line Road, west of I-10. It includes a comfort station, a full-size basketball court, a tot lot/children's play area, and picnic areas. (Calimesa, 2014, p. 7-2) This park is located approximately 2.0 miles northwest of the Project site.
- **4th Street Park.** This park encompasses 2.79 acres and is located at 960 4th Street. It includes a multipurpose trail with fitness stations, dog park, playground/tot lot, picnic area, fencing, lighting, landscaping, and public art. (CA State Parks, 2022) This park is located approximately 1.7 miles northwest of the Project site.

D. Parkland Standard

According to § 17.15.110 of the City's Municipal Code, the City's current park ratio requirement is 5.0 acres of parkland per 1,000 residents (Calimesa, 2022). According to the United States Census Bureau (USCB), as of July 2022, which is the most recent population data available, the City had an estimated population of 11,017 individuals. Accordingly, the City requires approximately 55.1 acres of parkland to meet the identified parkland ratio requirements to serve the City's 2022 population. Based on the total acres of all parks and facilities maintained by the City of Calimesa, a total of 5.86 acres of park land is currently provided to the residents of the City, which represents a ratio of approximately 0.5 acres of parkland per 1,000 residents. As such, the City does not meet its required parkland ratio Citywide under existing conditions.

4.16.2 Applicable Environmental Regulations

The following is a brief description of applicable State and local environmental laws and regulations related to recreation.

A. State Regulations

1. Quimby Act, California Government Code § 66477

The State of California's Quimby Act was established by the California Legislature for the purpose of preserving open space and providing park facilities for California's growing communities. The Quimby Act allows local agencies to establish ordinances requiring residential subdivisions to provide land or "in-lieu-of" fees for park and recreation purposes. This State Act requires the dedication of land and/or imposes a requirement of fees for park and recreational purposes as a condition of approval of tentative tract map or parcel map. (CA Legislative Info, n.d.)

2. Mitigation Fee Act

The California Mitigation Fee Act, Government Code §§ 66000, et seq., allows cities to establish fees that are imposed on development projects for the purpose of mitigating the impact that the projects have on the city's ability to provide specified public facilities. In order to comply with the Mitigation Fee Act a city must follow four primary requirements: 1) Make certain determinations regarding the purpose and use of a fee and establish a nexus or connection between a development project or class of project and the public improvement being financed with the fee; 2) Segregate fee revenue from the General Fund in order to avoid commingling of capital facilities fees and general funds; 3) For fees that have been in the possession of the city for five years or more and for which the dollars have not been spent or committed to a project the city must make findings each fiscal year describing the continuing need for the money; and 4) Refund any fees with interest for developer deposits for which the findings noted above cannot be made. (CA Legislative Info, 2009)

B. Local Regulations

1. City of Calimesa General Plan

The City's General Plan identifies policies related to recreation through its elements. Policies related to the issue of recreation and that are applicable to the proposed Project are discussed in Subsection 4.11, *Land Use and Planning*, of this EIR.

2. City of Calimesa Municipal Code

City of Calimesa Municipal Code § 17.15.110 (Park and Recreation Fees and Dedications) provides for the dedication of land for park and recreational facilities as a condition of approval of a tentative map or parcel map. Specifically, whenever land that is proposed to be divided for residential use lies within the boundaries of the City, the dedication of land may be required as a condition of approval of the division of land. Under this provision of the Municipal Code, the City also has the option of requiring dedication of land for park purposes as a condition of approval of subdivisions of 50 parcels or more. Such dedication is intended to be in lieu of park land impact mitigation fees. Additionally, according to § 17.15.110, the conditions of approval of a tentative tract map subject to the provisions of § 17.15.110 shall require the dedication of land, the payment of a fee in lieu thereof, or a combination of both for park and recreational purposes. If land is to be dedicated, the proposed dedication are required to be shown on the approved tentative map. If fees are to be paid, the conditions of approval will specify the amount of fees to be paid to the City, and the timing for such payments.

Municipal Code Chapter 18.110 (Park Development And Recreational Facilities Mitigation Fees) implements the goals and objectives of the City's General Plan and is intended to mitigate the impact caused by new construction or reconstruction. The revenue raised by the payment of the fees provided for in this chapter are placed in a separate and special account and such revenues, along with any interest earnings on that account, except for temporary investments, shall be used solely for the planning, acquisition, development, construction and maintenance of parks, recreation areas, recreational facilities and historical resource preservation projects.

Municipal Code Chapter 18.115 (Development Impact Fees) is intended to provide the mechanism by which the City Council will establish, adjust, and collect the development impact fees (DIFs), which are imposed on new development to address the impacts of new development. The fees created pursuant to Chapter 18.115 are calculated on the basis of net acreage or square footage, as determined in the City's study or report, which forms the basis and justification for the fees.

4.16.3 Basis for Determining Significance

According to Section XVI of Appendix G to the CEQA Guidelines, the proposed Project would result in a significant impact to recreation if the Project or any Project-related component would:

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; or*

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

4.16.4 IMPACT ANALYSIS

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

The Project Applicant proposes a mixture of business park and high-density residential or church uses. The Project's business park and church uses are not anticipated to generate a population that would measurably increase the use of existing parks within the Project vicinity, as it is anticipated that a majority of the jobs that would be generated by the Project would be filled by existing residents within the City and the western Riverside County region. However, the Project's high-density residential uses would generate a population that could increase the demand for local and regional recreational facilities.

As described in more detail in Section 3.0, the Project would provide for up to 223 dwelling units in OVNSP Planning Area 2. According to data available from the United States Census Bureau, the average number of people per household (pph) in the City of Calimesa is 2.74 (USCB, 2021). However, an average of 2.88 pph is conservatively used for analysis in this EIR[1]. Accordingly, and based on an assumption of 2.88 pph, the Project's 223 dwelling units would generate a population of approximately 642 residents (223 dwelling units x 2.88 persons/household = 642.24 residents). (Urban Crossroads, 2023e)

Based on the City's established parkland ratio requirement of 5.0 acres per 1,000 residents, the Project would generate a demand for approximately 3.2 acres of public parkland (642 persons x 5.0 acres of parkland/1,000 persons = 3.21 acres of parkland). According to the OVNSP, the Project's proposed high-density residential component (for which there is currently no specific project-level proposal) would include amenities that may include swimming pool; spa; clubhouse; tot lot with play equipment; picnic shelter/barbecue area; court game facilities such as tennis, basketball, or racquetball; improved softball or baseball fields; or day care facilities. Additionally, each residence would have either a balcony or patio. While the provision of on-site recreational amenities would reduce the Project's potential to increase use of existing recreational facilities, including facilities located within two miles of the Project site such as Creekside Park, 4th Street Park, and the Norton Younglove Multipurpose Senior Center, these amenities would not achieve the Project's required 3.2 acres of parkland.

Accordingly, because the Project would not accommodate adequate parkland on site, the City would condition the Project to require the payment of the required DIF and in-lieu park fees at the rates established for the Project's residential and nonresidential uses. Payment of the fees would enable the City to acquire and/or improve up to 3.2 acres of new parkland within the City, which would offset the Project's increase in demand for parkland resources. Additionally, the 3.2 acres of parkland that would be facilitated by the Project's DIF and in-lieu park fee contributions would improve the City's parkland ratio from 0.5 acres of parkland per 1,000 residents under existing conditions to approximately 0.8 acres of parkland per 1,000 residents with implementation of the Project. While it is possible that future Project residents could utilize existing recreational facilities within the region, it is not anticipated that Project residents would result in or contribute

[1] Population Density Factor was obtained from the County of Riverside General Plan Appendix E: Socioeconomic Build-Out Assumptions and Methodology (see Table E-2, Average Household Size by Area Plan, Page 2, The Pass Planning Area).

to the deterioration of any existing park facilities, as any incremental increase in the use of existing parkland facilities by Project residents would be offset by existing residents within the Project area utilizing the new parkland that would be made available by the Project's DIF and in-lieu park fee contributions.

Accordingly, with the payment of DIF and in-lieu park fees as required pursuant to Municipal Code Chapters 18.110 and 18.115 and § 17.15.110, which would facilitate the acquisition and construction of new parkland within the City, the Project would not 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. Impacts would be less than significant.

Threshold b: ***Would the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?***

The Project does not include proposed public recreational facilities and does not propose the construction or expansion of existing recreational facilities. Sidewalks, bike lanes, and trails along public streets, which offer a component of recreational activity, are inherent parts of the Project's design and any associated physical effects on the physical environment resulting from installing sidewalks, bike lanes, and trails on the Project site are addressed throughout this EIR. Additionally, and as previously noted, the Project's proposed high-density residential component within Planning Area 2 would include amenities that may include swimming pool; spa; clubhouse; tot lot with play equipment; picnic shelter/barbecue area; court game facilities such as tennis, basketball, or racquetball; improved softball or baseball fields; or day care facilities, although no specific proposal has been presented to the City. Additionally, each residence likely would have either a balcony or patio. However, any private recreational amenities that may be installed as part of residential or church development in Planning Area 2 of the OVNSP are addressed throughout this EIR as an inherent part of developing Planning Area 2 and no adverse physical effects on the environment would occur particular to private recreational uses being installed in Planning Area 2. The construction of on-site facilities that may provide for recreational use is inherent to the Project's construction phase. The Project's proposed construction-related impacts are addressed under the relevant issue areas identified throughout this EIR (e.g., air quality, biological resources, cultural resources, etc.) and mitigation is presented where necessary to address significant or potentially significant adverse environmental effects.

However, as previously discussed, the Project Applicant or its successor in interest would be required to pay in-lieu park fees and DIF fees pursuant to Municipal Code Chapters 18.110 and 18.115 and § 17.15.110, which would go toward the acquisition and/or improvement of approximately 3.2 acres of new recreational facilities within the City. While improvements required to provide for an additional 3.2 acres of parkland within the City have the potential to result in significant adverse physical effects on the environment, it is not possible to evaluate potential impacts associated with such future park construction until a site is identified for improvement and plans are made available depicting the extent of planned improvements. Accordingly, impacts due to the off-site construction of new or expanded recreational facilities are too speculative for evaluation in this EIR (CEQA Guidelines § 15145). Environmental effects of such recreational facilities and any associated mitigation would be identified through a future CEQA process required in association with future proposals for new or expanded recreational facilities.

Accordingly, and based on the foregoing analysis, the Project would not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment, beyond the impacts already identified throughout this EIR related to construction of the proposed Project. As such, impacts would be less than significant.

4.16.5 Cumulative Impact Analysis

This cumulative impact analysis considers development of the proposed Project in conjunction with other development projects and planned development within two miles of the Project site. This study area was selected because any use of local recreation facilities by future Project residents likely would occur in proximity to the Project site.

As discussed under the analysis of Threshold a., the Project's proposed high-density residential component would contribute a direct permanent increase to the population of the City by approximately 642 residents, which would increase the demand on existing recreational facilities within the Project vicinity. While the Project would not accommodate sufficient parkland on site to meet the Project's required 3.2 acres of parkland, the Project Applicant would be required to contribute fees pursuant to Municipal Code Chapters 18.110 and 18.115 and § 17.15.110, which would facilitate the acquisition and construction of up to 3.2 acres of new parkland within the City. Other cumulative developments within the cumulative study area similarly would be required to pay in-lieu fees pursuant to the City of Calimesa Municipal Code or the municipal codes of surrounding jurisdictions, and/or would be required to accommodate parkland facilities on site. While there is a potential that residents from the Project and other cumulative developments may utilize existing recreational facilities within the study area, any incremental increase in the use of existing parkland facilities by residents from the Project and other cumulative developments would be offset by existing residents within the study area utilizing the new parkland that would be made available either through DIF/in-lieu park fee contributions or through the direct provision of new parkland. Accordingly, the Project and other cumulative developments would not 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, and impacts would therefore be less than significant on a cumulatively-considerable basis.

As indicated under the analysis of Threshold b., the Project would accommodate sidewalks, bike lanes, and trails along public streets, as well as amenities within OVNSP Planning Area 2 that may include swimming pool; spa; clubhouse; tot lot with play equipment; picnic shelter/barbecue area; court game facilities such as tennis, basketball, or racquetball; improved softball or baseball fields; or day care facilities. Additionally, each residence likely would have either a balcony or patio. However, the construction of these potential on-site amenities are inherent to the Project's construction phase, and cumulatively-considerable impacts have been evaluated throughout the relevant sections of this EIR (e.g., Air Quality, Biological Resources, etc.). Where cumulatively-considerable construction-related impacts are identified, mitigation measures are identified to reduce these impacts to the maximum feasible extent. No adverse physical effects on the environment would occur particular to private recreational uses being installed in Planning Area 2 or due to construction of sidewalks, bike lanes, or trails along public streets. In addition, the Project Applicant and other cumulative developments would be required to pay DIF and in-lieu park fees for any parkland not accommodated on site, which the City and other surrounding jurisdictions would use to acquire and/or improve new parkland within

the cumulative study area. However, it is not possible to evaluate potential impacts associated with such future park construction until a site is identified for improvement and plans are made available depicting the extent of planned improvements. Accordingly, impacts due to the off-site construction of new or expanded recreational facilities necessary to server the Project and other cumulative developments are too speculative for evaluation in this EIR (CEQA Guidelines § 15145). Environmental effects of such recreational facilities and any associated mitigation would be identified through a future CEQA process required in association with future proposals for new or expanded recreational facilities. Accordingly, cumulatively-considerable impacts associated with the construction or expansion of recreational facilities would be less than significant.

4.16.6 Significance of Impacts Before Mitigation

Threshold a: Less-than-Significant Impact. The Project includes up to 223 new dwelling units with a conservatively projected population growth of 642 residents. This projected growth would generate a demand for approximately 3.2 acres of parkland based on the City's ratio of 5.0 acres of parkland per 1,000 residents. The Project Applicant would meet this requirement though the provision of on-site high-density residential amenities, private balconies and patios, and payment of DIF and in-lieu park fee payments per City Municipal Code Chapter 18.110 and Chapter 18.115 and Municipal Code § 17.15.110, as part of any project level approval for PA 2. While it is possible that future Project residents could utilize existing recreational facilities within the region, it is not anticipated that the relatively small number of Project residents would result in or contribute to the deterioration of any existing park facilities, as any incremental increase in the use of existing parkland facilities by Project residents would be offset by existing residents within the Project area utilizing the new parkland that would be made available by the Project's DIF and in-lieu park fee contributions. Accordingly, with the payment of DIF and in-lieu park fees, which would facilitate the acquisition and construction of new parkland within the City, the Project would not 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. Impacts would be less than significant.

Threshold b: Less-than-Significant Impact. Impacts associated with the construction of recreational amenities on site, including the construction of site-adjacent sidewalks, bike lanes, and trails along public streets, are inherent to the Project's construction phase, and the Project's construction-related impacts are evaluated throughout this EIR. Where significant direct or cumulatively-considerable impacts are identified in association with the Project's construction phase, mitigation measures are identified by this EIR to reduce these impacts to the maximum feasible extent. In addition, the Project Applicant would be required to contribute DIF and in-lieu park fees, which would facilitate the construction of new parkland within the City. While improvements required to provide for an additional 3.2 acres of parkland within the City have the potential to result in significant adverse physical effects on the environment, it is not possible to evaluate potential impacts associated with such future park construction until a site is identified for improvement and plans are made available depicting the extent of planned improvements. Accordingly, impacts due to the off-site construction of new or expanded recreational facilities are too speculative for evaluation in this EIR (CEQA Guidelines § 15145). Environmental effects of such recreational facilities and any associated mitigation would be identified through a future CEQA process required in association with future proposals for new or expanded recreational facilities. Therefore, the Project would not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the

environment, beyond the impacts already identified throughout this EIR related to construction of the proposed Project. As such, impacts would be less than significant.

4.16.7 Regulatory Requirement and Project Features

The following are applicable regulatory requirements and Project design features that reduce impacts on recreational facilities. These items do not meet CEQA's definition for mitigation measures because mitigation measures are not to be duplicative of mandatory requirements or repetitive of features the Project Applicant is proposing as part of the Project and is obligated to implement through the Project's entitlement permits and approvals. Applicable regulatory requirements (RRs) and Project features (PFs) are listed below for informational purposes.

RR 4.16-1 Prior to issuance of building permits, the Project Applicant is required to contribute appropriate fees pursuant to City of Calimesa Municipal Code Chapter 18.110 (Park Development And Recreational Facilities Mitigation Fees), Chapter 18.115 (Development Impact Fees), and § 17.15.110 (Park and Recreation Fees and Dedications). A portion of these fees are anticipated to be used by the City of Calimesa for the acquisition and/or improvement of new parkland facilities within the City.

4.16.8 Mitigation Measures

Impacts would be less than significant and mitigation is not required.

4.17 TRANSPORTATION

The analysis in this Subsection assesses transportation impacts that may result from implementation of the proposed Project. The analysis within this Subsection is based on two Project-specific technical studies prepared by Urban Crossroads, Inc. (herein, "Urban Crossroads"), as listed below.

- "Oak Valley North Specific Plan Vehicle Miles Traveled (VMT) Analysis" (herein, "VMT Analysis"), dated October 18, 2023, and included as *Technical Appendix O.1* to this EIR (VMT Analysis). (Urban Crossroads, 2023e)
- "Oak Valley North Specific Plan Supplemental VMT Analysis" (herein, "Supplemental VMT Analysis"), dated October 18, 2023, and included as *Technical Appendix O.2*. (Urban Crossroads, 2023f)

In addition, and although not relied upon to evaluate the Project's potential impacts to Transportation, Urban Crossroads also prepared a technical study to evaluate the Project's potential contributions to traffic congestion. The traffic study identifies required circulation improvements, impact fee programs, and fair-share contributions required to achieve an acceptable Level of Service (LOS) at all study area intersections. The site-specific traffic analysis (TA) is entitled, "Oak Valley North Specific Plan Traffic Analysis" (herein, "TA"), is dated December 21, 2023, and is included as *Technical Appendix P* to this EIR. (Urban Crossroads, 2023g) Refer to Section 7.0, *References*, for a complete list of reference sources.

4.17.1 EXISTING CONDITIONS

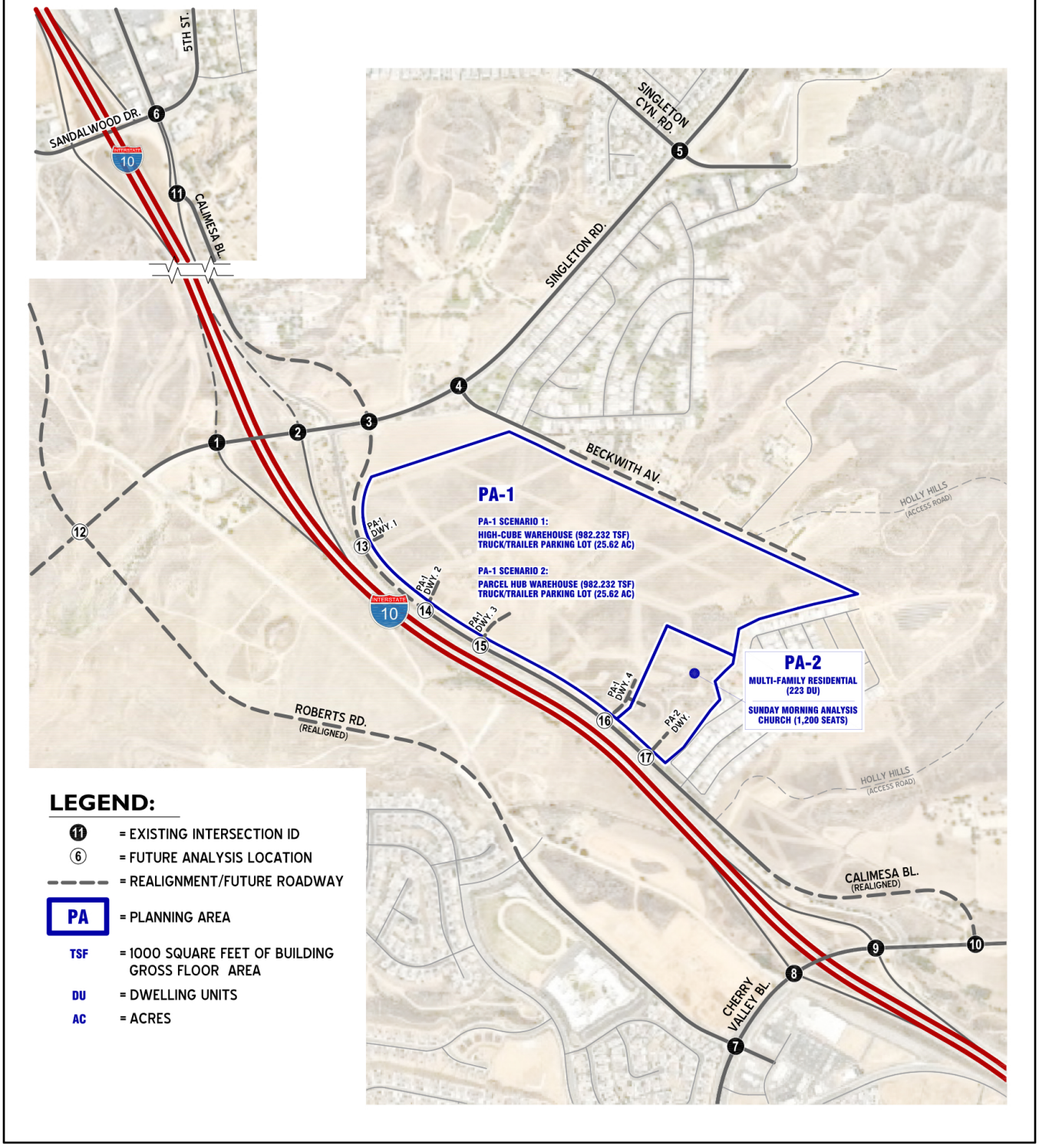
A. Existing Project Site Traffic

Under existing conditions, the 110.2-acre Project site is predominantly vacant and undeveloped, except for one vacant and unoccupied single-family home located in the central portion of the Project site. The vacant and unoccupied single-family home does not generate traffic. Other traffic associated with the Project site include periodic traffic trips associated with maintenance and weed abatement onsite.

B. Existing Roadway System

The Study Area for the Project includes a total of 17 existing and future intersections where the Project is anticipated to contribute 50 or more peak hour trips. Figure 4.17-1, *Project Study Area Intersections*, illustrates the study area intersections located near the Project site. The roadway classifications and planned (ultimate) roadway cross-sections of the major roadways within the Study Area, as identified on City of Calimesa General Plan Transportation and Mobility Element, are described subsequently. (Urban Crossroads, 2023g)

- **Urban Arterials** have a 134-foot right-of-way and accommodate 3 lanes in each direction with a raised median. Cherry Valley Boulevard (between Desert Lawn Drive and the Interstate 10 [I-10] Freeway Mainline), and Singleton Road (between Roberts Road and the I-10 Freeway Mainline) are classified as Urban Arterials.



Source(s): Urban Crossroads (12-21-2023)

Figure 4.17-1

Not to Scale

Project Study Area Intersections

- **Arterials** have a 100-foot right-of-way and include a raised or painted median. Roberts Road is classified as an Arterial.

- **Major Arterials** have a 92-foot right-of-way and accommodate 2 lanes in each direction, and a center turn lane. The following study area roadways within the City of Calimesa are classified as a Major Arterial:
    - Calimesa Boulevard
    - Singleton Road between Beckwith Avenue and the 1-10 Freeway Mainline

- **Collectors** have a 52-foot right-of-way without median. Beckwith Avenue is classified as a Collector.

C. Truck Routes

At this time, the City of Calimesa has not adopted an ordinance designating truck routes within the City. According to the City of Calimesa General Plan, most of the City's roadways are designed to accommodate truck traffic and can handle heavy trucks. As the City develops, the General Plan notes that there may be areas where trucks should not travel regularly, which would allow for narrower roadways and a reduced number and size of sound walls. Over time, the General Plan notes that the City of Calimesa may adopt primary truck routes on roadways designed and maintained specifically for heavier vehicles. (City of Calimesa, 2014)

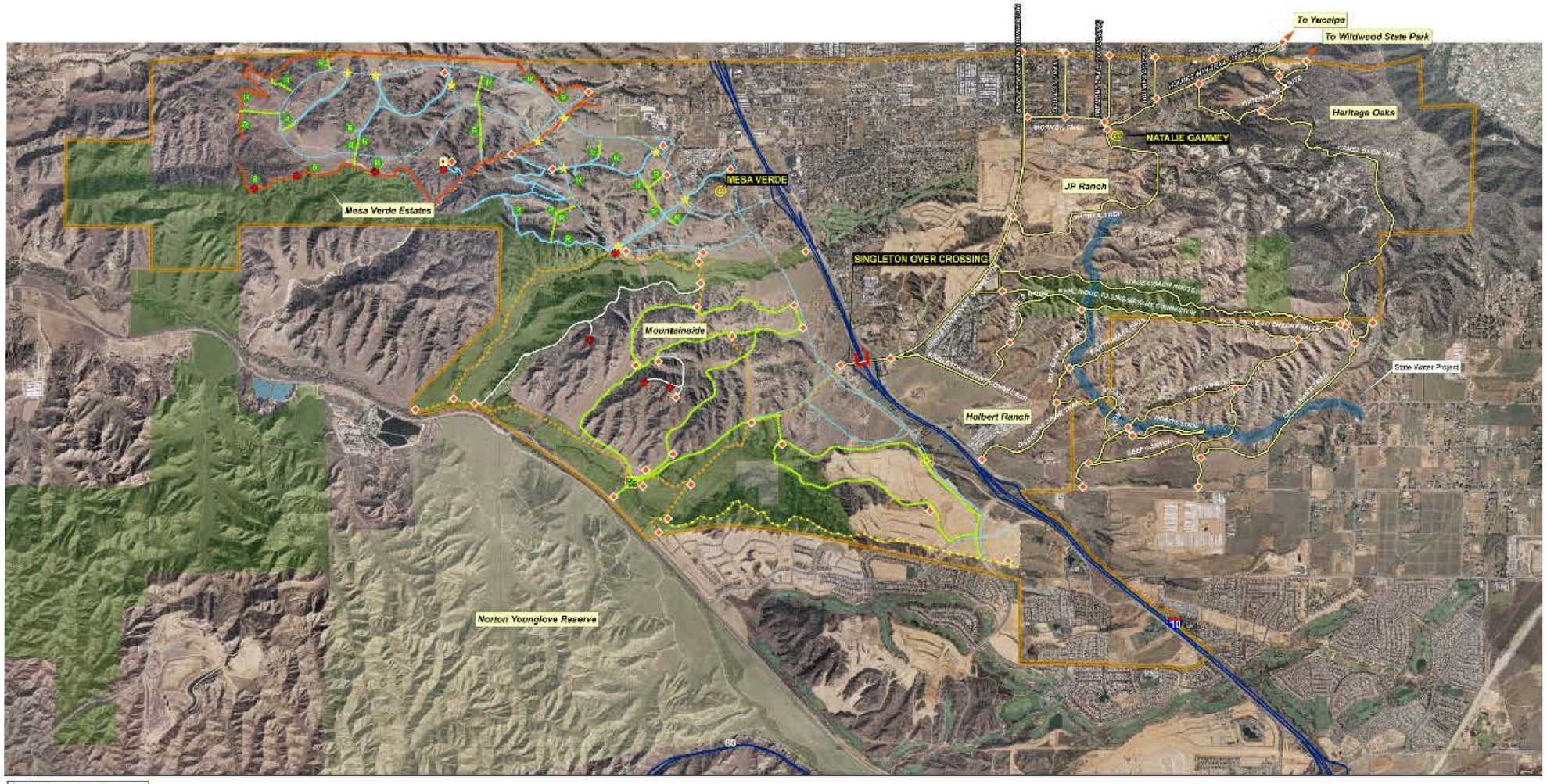
D. Bicycle Facilities and Pedestrian Facilities

As shown in Figure 4.17-2, *Existing Multi-Use Trail System*, the City of Calimesa General Plan proposes an unknown trail type (called Singleton/Bryant Connector) along Singleton Road and Beckwith Avenue. Future bike trails and paseos are anticipated along Roberts Road and portions of Cherry Valley Boulevard. Figure 4.17-3, *Existing Pedestrian Facilities*, illustrates the existing pedestrian facilities near the Project site.

E. Transit Services

Pass Transit operates Commuter Link bus service in the Project vicinity. At this time, there are no existing transit routes in close proximity to the Project site, with the nearest bus route occurring approximately 0.5-mile south of the Project site. Transit service is reviewed and updated periodically to address ridership, budget and community demand needs. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate. Consistent with the City of Calimesa General Plan, new roadways should be designed to accommodate future transit services.

Yucaipa Dial-A-Ride also provides on-call transit services for the general public, including seniors and disabled individuals in portions of the City of Calimesa. This service is provided on a space-available basis, with priority given to Americans with Disabilities Act (ADA)-certified individuals. As new roadways are constructed and existing roadways renovated, these roadways should be designed to accommodate future transit services. (City of Calimesa, 2014)

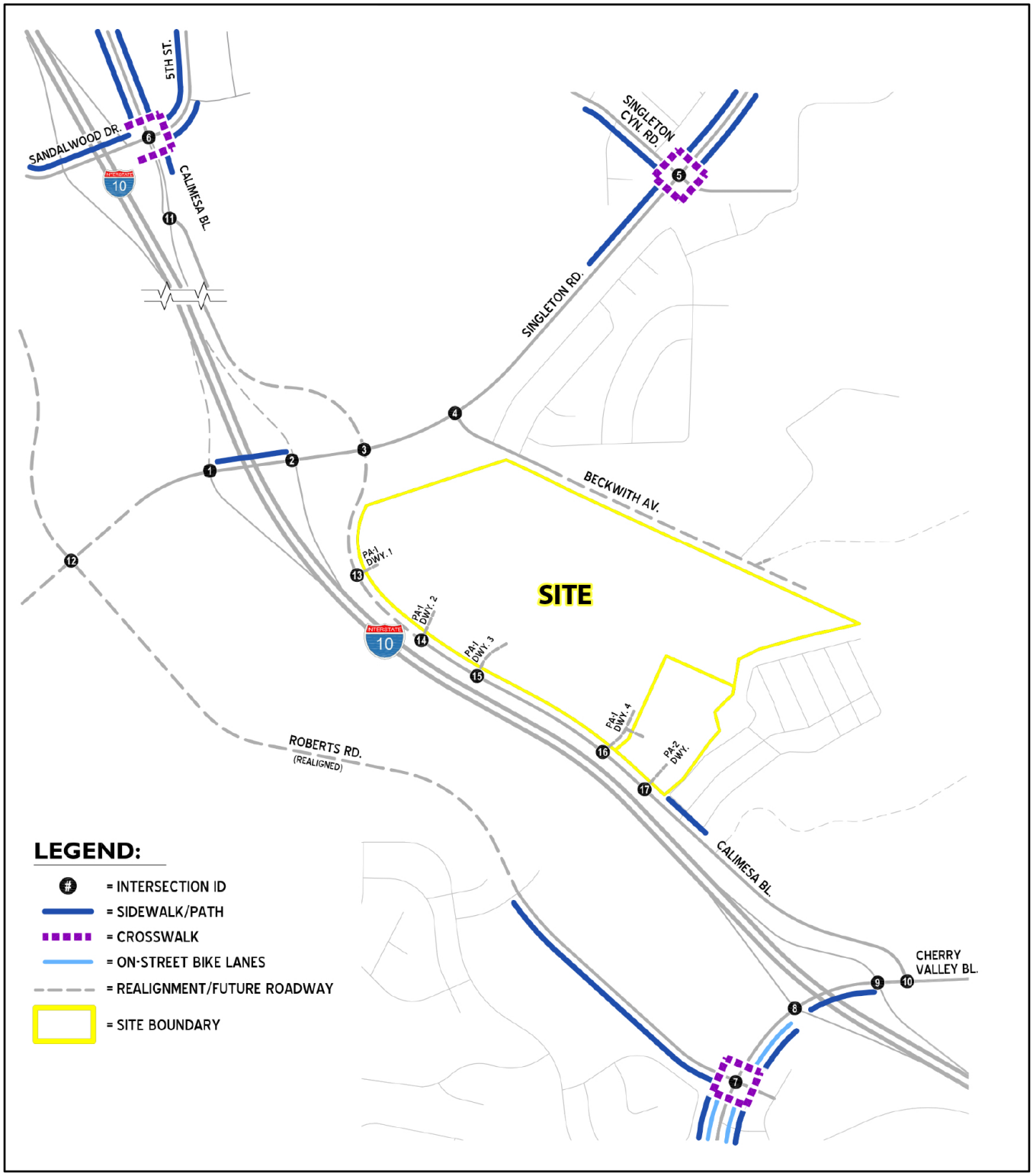


Source(s): Urban Crossroads (12-21-2023)

Not to Scale

Figure 4.17-2

Existing Multi-Use Trail System



Source(s): Urban Crossroads (12-21-2023)

Figure 4.17-3

Not to Scale

Existing Pedestrian Facilities

F. Existing Vehicle Miles Traveled (VMT)

Vehicle Miles Traveled (VMT) is a measure of the total distance that would be traveled by vehicle trips generated by a project. Based on the Project's VMT Analysis (*Technical Appendix O.1*), with buildout of the City of Calimesa General Plan, the City is anticipated to have a total Service Population (SP) of approximately 33,143 (i.e., residents and employees) and a total annual VMT of approximately 1,273,048 miles, resulting in 38.41 VMT per SP. (Urban Crossroads, 2023e, p. 3)

4.17.2 Regulatory Setting

There are no federal regulations that are applicable to the topic of transportation in the City of Calimesa. The following is a brief description of State, regional, and local environmental laws and regulations related to transportation.

A. State Regulations

1. Assembly Bill 1358 (AB 1358) – Complete Streets Act

In September 2008, Governor Schwarzenegger signed into law Assembly Bill 1358 (AB 1358), the Complete Streets Act. AB 1358 requires that the legislative body of a city or county, upon any substantive revision of the circulation element of the general plan, modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context of the general plan. By requiring new duties of local officials, AB 1358 imposes a State-mandated local program. AB 1358 required the Office of Planning and Research (OPR) to prepare or amend guidelines for a legislative body to accommodate the safe and convenient travel of users of streets, roads, and highways in a manner that is suitable to the rural, suburban, or urban context of the general plan, and in doing so to consider how appropriate accommodation varies depending on its transportation and land use context. AB 1358 authorized OPR, in developing these guidelines, to consult with leading transportation experts, including, but not limited to, bicycle transportation planners, pedestrian planners, public transportation planners, local air quality management districts, and disability and senior mobility planners. (CA Legislative Info, n.d.)

2. Statewide Transportation Improvement Program (STIP)

The Statewide Transportation Improvement Program (STIP) is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the Transportation Investment Fund and other funding sources. STIP programming generally occurs every two years. The programming cycle begins with the release of a proposed fund estimate in July of odd-numbered years, followed by California Transportation Commission (CTC) adoption of the fund estimate in August (odd years). The fund estimate serves to identify the amount of new funds available for the programming of transportation projects. Once the fund estimate is adopted, Caltrans and the regional planning agencies prepare transportation improvement plans for submittal by December 15th (odd years). Caltrans prepares the Interregional Transportation Improvement Plan (ITIP) and regional agencies prepare Regional Transportation Improvement

Plans (RTIPs). Public hearings are held in January (even years) in both northern and southern California. The STIP is adopted by the CTC by April (even years). (Caltrans, n.d.)

3. Sustainable Communities and Climate Protection Act

The Sustainable Communities and Climate Protection Act, or Senate Bill 375 (SB 375), provides incentives for cities and developers to bring housing and jobs closer together and to improve public transit. The goal is to reduce the number and length of automobile commuting trips, helping to meet the statewide targets for reducing greenhouse gas emissions set by Assembly Bill 32. SB 375 requires each Metropolitan Planning Organization to add a broader vision for growth to its transportation plan through development of a Sustainable Communities Strategy (SCS). The SCS must lay out a plan to meet the region's transportation, housing, economic, and environmental needs in a way that enables the area to lower greenhouse gas emissions. The SCS should integrate transportation, land use, and housing policies to plan for achievement of the emissions target for each region. The current sustainable communities strategy for the City of Riverside is the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which is known as *Connect SoCal*.

In September 2020, the Southern California Association of Governments (SCAG) adopted Connect SoCal, which is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. *Connect SoCal* was developed with input from local governments, county transportation commissioners, tribal governments, non-profit organizations, business, and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura.

Connect SoCal includes population, housing, and employment growth projections for 2045. These growth projections are used in SCAG's transportation modeling and shape SCAG's regional planning efforts, as outlined in *Connect SoCal*. *Connect SoCal* minimizes increases in regional traffic congestion by focusing growth, density, and land use intensity within existing urbanized area as the general land use growth pattern for the region while enhancing the existing transportation system and integrating land use into transportation planning. *Connect SoCal* recommends local governments accommodate future growth within existing urbanized areas to reduce VMT, congestion, and greenhouse gas emissions.

4. SB 743 and VMT Base Analysis

Senate Bill (SB) 743 (Steinberg, 2013), which was codified in Public Resources Code Section 21099, required changes to the guidelines implementing CEQA Guidelines regarding the analysis of transportation impacts. As one appellate court explained: "During the last 10 years, the Legislature has charted a course of long-term sustainability based on denser infill development, reduced reliance on individual vehicles and improved mass transit, all with the goal of reducing greenhouse gas emissions. Section 21099 is part of that strategy…" (*Covina Residents for Responsible Development v. City of Covina* (2018) 21 Cal.App.5th 712, 729.) Pursuant to § 21099, the criteria for determining the significance of transportation impacts must "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses" (see generally, adopted CEQA Guidelines, Section 15064.3, subd. (b) [Criteria for Analyzing Transportation Impacts].) To that end, in developing the criteria, OPR has proposed, and the California Natural Resources Agency (CRNA) has certified and adopted, changes to the CEQA Guidelines that identify VMT as

the most appropriate metric to evaluate a project's transportation impacts. With the CRNA's certification and adoption of the changes to the CEQA Guidelines, automobile delay, as measured by LOS and other similar metrics, generally no longer constitutes a significant environmental effect under CEQA as of July 1, 2020. (PRC § 21099, subd. (b)(3).) (OPR, 2018)

5. Senate Bill 325 (SB 325) - Transportation Development Act (TDA, Mills-Alquist-Deddeh Act)

The Mills-Alquist-Deddeh Act (SB 325) was enacted by the California Legislature to improve existing public transportation services and encourage regional transportation coordination. Known as the Transportation Development Act (TDA) of 1971, this law provides funding to be allocated to transit and non-transit related purposes that comply with regional transportation plans. TDA established two funding sources: the Local Transportation Fund (LTF), and the State Transit Assistance (STA) fund. Providing certain conditions are met, counties with a population under 500,000 (according to the 1970 federal census) may also use the LTF for local streets and roads, construction, and maintenance. The STA funding can only be used for transportation planning and mass transportation purposes. (Caltrans, n.d.)

6. Road Repair and Accountability Act of 2017 (Senate Bill 1 (SB 1))

On April 28, 2017, Governor Brown signed Senate Bill 1 (SB 1) (Chapter 5, Statutes of 2017), known as the Road Repair and Accountability Act of 2017. SB 1 augments the base of the State Transit Assistance program essentially doubling the funding for this program. To provide for SB 1 reporting and transparency, transit agencies are asked to work with Caltrans to report on planned expenditures for these augmented funds. (Caltrans, n.d.)

B. Regional Regulations

1. SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

The Southern California Association of Governments (SCAG) is a regional agency established pursuant to California Government Code § 6500, also referred to as the Joint Powers Authority law. SCAG is designated as a Council of Governments (COG), a Regional Transportation Planning Agency (RTPA), and a Metropolitan Planning Organization (MPO). The Project site is within SCAG's regional authority. On September 3, 2020, SCAG adopted the *2020-2045 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS)* ("RTP/SCS"; also referred to herein as "Connect SoCal") with goals to: 1) Encourage regional economic prosperity and global competitiveness; 2) Improve mobility, accessibility, reliability, and travel safety for people and goods; 3) Enhance the preservation, security, and resilience of the regional transportation system; 4) Increase person and goods movement and travel choices within the transportation system; 5) Reduce greenhouse gas emissions and improve air quality; 6) Support healthy and equitable communities; 7) Adapt to a changing climate and support an integrated regional development pattern and transportation network; 8) Leverage new transportation technologies and data-driven solutions that result in more efficient travel; 9) Encourage development of diverse housing types in areas that are supported by multiple transportation options; and 10) 10. Promote conservation of natural and agricultural lands and restoration of habitats (SCAG, 2020, p. 9). Performance measures and funding strategies also are included to ensure that the adopted goals are achieved through implementation of the RTP.

Connect SoCal includes long-range regional transportation plans, regional transportation improvement programs, regional housing needs allocations, and other plans for the region. Connect SoCal also provides objectives for meeting emissions reduction targets set forth by the California Air Resources Board (CARB); these objectives were provided in a direct response to Senate Bill 375 (SB 375) which was enacted to reduce greenhouse gas emissions from automobiles and light trucks through integrated transportation, land use, housing, and environmental planning (SCAG, 2020). Connect SoCal is updated periodically to allow for the consideration and inclusion of new transportation strategies and methods.

The Goods Movement Technical Report of Connect SoCal is applicable to the Project because the Project entails a use that is closely associated with, and relies directly on, the goods movement system (e.g., manufacturing, construction, retail trade, wholesale trade and transportation, and warehousing). In April 2018, SCAG published a document entitled, *Industrial Warehousing in the SCAG Region*. According to the document, the SCAG region is a vibrant hub for international and domestic trade because of its large transportation base and extensive multimodal transportation system. The SCAG region's freight transportation system includes warehouses and distribution centers; the Ports of Los Angeles, Long Beach, and Hueneme; airports; rail intermodal terminals; rail lines, and local streets, State highways, and interstates. Together the system enables the movement of goods from source to market, facilitating uninterrupted global commerce. The region is home to approximately 34,000 warehouses with 1.17 billion square feet (s.f.) of warehouse building space, and undeveloped land that could accommodate an additional 338 million s.f. of new warehouse building space. These regions attract robust logistics activities and are a major reason the region is a critical mode in the global supply chain. (SCAG, 2018, p. ES-1)

Transportation Demand Management (TDM) refers to a comprehensive strategy to reduce driving and resulting VMT by promoting alternatives such as public transit, carpooling, bicycling, walking, and telecommuting. While some TDM measures can be undertaken by the City, such as investments in facilities and collaboration with other jurisdictions, for example with transit providers to seek expanded service, or with employers to encourage flexible work schedules and the provision of on-site childcare, preferential carpool parking, and subsidized transit passes. SCAG has developed a long-range planning vision to balance future mobility and housing needs with economic, environmental, and public health goals. SCAG's has allocated $7.3 billion through 2045 to implement TDM strategies throughout the region pursuant to the RTP/SCS. There are three primary goals of SCAG's TDM program:

- Reduce the number of single-occupant vehicle trips and per capita VMT through ridesharing (which includes carpooling and vanpooling) and providing first/last mile services to and from transit;
- Redistribute or eliminate vehicle trips during peak demand periods by supporting telecommuting and alternative work schedules; and
- Reduce the number of single-occupant vehicle trips through use of other modes such as transit, rail, bicycling, and walking, or other micro-mobility modes. Additionally, WRCOG, of which the City is a member agency, has identified the following key strategies for TDM as most appropriate in the WRCOG subregion:
    - Diversifying land use;

- Improving pedestrian networks;
- Implementing traffic calming infrastructure;
- Building low-stress bicycle network improvements;
- Encouraging telecommuting and alternative work schedules; and
- Providing ride-share programs.

2. County of Riverside Congestion Management Program

The intent of a Congestion Management Program (CMP) is to more directly link land use, transportation, and air quality, thereby prompting reasonable growth management programs that will effectively utilize new transportation funds, alleviate traffic congestion and related deficiencies, and improve air quality. The Riverside County CMP became effective with the passage of Proposition 111 in 1990 and updated most recently in 2011. The Riverside County Transportation Commission (RCTC) adopted the 2011 CMP for Riverside County in December 2011. The RCTC is designated as the Congestion Management Agency (CMA) to oversee the CMP. There are no Study Area intersections identified as a Riverside County CMP facility.

3. SCAQMD Rule 2202

South Coast Air Quality Management District (SCAQMD) designed a program, The On-Road Motor Vehicle Mitigation Options (Rule 2202), to reduce mobile source emissions generated from employee commutes, to comply with federal and state Clean Air Act requirements, Health & Safety Code Section 40458, and Section 182(d)(1)(B) of the federal Clean Air Act. Rule 2202 offers three programs to employers who employ 250 or more employees on a full or part-time basis at a worksite for a consecutive six-month period. These three programs include: 1. Develop an Employee Commute Reduction Program (ECRP); 2. Pay fees to the AQMD in accordance with the Air Quality Investment Program (AQIP); 3. Purchase mobile source (emissions) credits through California's open marketplace. The ECRP program, by design, also reduces vehicle miles traveled.

An ECRP is a program devised by an employer to reduce the number of vehicle trips to its worksite. An ECRP incorporates various strategies to encourage alternative commute modes, such as bicycling or walking, riding transit, and carpool/vanpool. The goal of the ECRP is to improve or maintain Average Vehicle Ridership (AVR).

4. Western Riverside County Transportation Uniform Mitigation Fee

In 2002, the jurisdictions of western Riverside County (including the City), agreed to participate in the Western Riverside County Transportation Uniform Mitigation Fee (TUMF) program. TUMF is a multi-jurisdictional impact fee program administered by the Western Riverside Council of Governments (WRCOG) that funds transportation improvements on a regional and sub-regional basis associated with new growth. All new development in each of the participating jurisdictions is subject to TUMF, based on the proposed intensity and type of development.

TUMF fees are collected by the City from project applicants as required pursuant to City of Calimesa Municipal Code Chapter 18.105 (Western Riverside County Transportation Uniform Mitigation Fee Program),

and are passed on to WRCOG as the ultimate program administrator. TUMF funds are distributed on a formula basis to the regional, local, and transit components of the program. Of the TUMF funds received by WRCOG, 3.13 percent is allocated to RTA for making regional transit improvements, 45.7 percent is allocated to RCTC for programming improvements to the arterials of regional significance on the Regional System of Highways and Arterials, 1.47 percent is allocated to the Western Riverside County Regional Conservation Authority (RCA) to purchase habitat for the Multiple Species Habitat Conservation Plan (MSHCP), and 45.7 percent is allocated to the five zones for programming improvements to the Regional System of Highways and Arterials (RSHA) as determined by the respective zone committees.

The City participated in the preparation of the Western Riverside County Transportation Uniform Fee Nexus Study (dated October 18, 2002) and adopted TUMF fees based on that study (WRCOG-B). The City also participated in the preparation of an updated nexus study titled Transportation Uniform Mitigation Fee Nexus Study: 2009 Update and Transportation Uniform Mitigation Fee Nexus Study: 2016 Update (2016 Nexus Study). The City adopted the 2016 Nexus Study and its findings in Calimesa Municipal Code (CMC) Chapter 18.105 Western Riverside County Transportation Uniform Mitigation Fee Program. Fees owed to TUMF by the Project proponents will be based on the current fees when the certificate of occupancy is issued.

5. Measure A

In November 1988, Riverside County voters approved Measure A, a one-half cent increase in sales tax over a 20-year period to be used for transportation purposes. Measure A included a "return to source" concept, which requires the additional sales tax revenue generated in a specific geographic area to be used to finance projects within that same area. In November 2002, Riverside County voters approved a 30-year extension of Measure "A" (2009-2039). Measure A funds go back to each of three geographic areas within Riverside County - Western Riverside County, Coachella Valley, and Palo Verde Valley – in proportion to the sales taxes they contribute. Each of the three geographic areas has its own transportation program.

C. Local

1. City of Calimesa Municipal Code

Title 18 establishes zone districts within the boundaries of the City to regulate land uses and impose development standards. All established districts are designed to obtain the economic and social advantages resulting from the planned use of land, as referred to in the land use element of the GP to guide the growth and development of the City in a proper and orderly manner for the maximum benefit of its citizens.

The City's local development impact fee (DIF) are charged to developers in connection with both residential and nonresidential developments, to mitigate the costs associated with additional capital and infrastructure needs attributed to new development and are set forth in Municipal Code Chapter 18.115, *Development Impact Fees*.

Municipal Code Chapter 18.105, *Western Riverside County Transportation Uniform Mitigation Fee Program*, ensures that new development pays its fair share for increased traffic that it created and funds certain improvements to the regional system.

2. City of Calimesa General Plan

The City of Calimesa's General Plan Transportation and Mobility Element establishes goals, policies, and actions designed to guide the entire circulation system, which includes the roadway network, transit facilities and services, bicycle, equestrian, and pedestrian facilities, and truck routes. This chapter also addresses transportation management strategies to complement the functionality of the transportation and mobility network. The specific policies and recommendations for implementation of the General Plan are relevant to the proposed Project and are listed in Table 4.17-4, *Project Consistency with City of Calimesa General Plan Transportation and Mobility Element*.

3. City of Calimesa VMT Guidelines

In May 2020, the City of Calimesa adopted the Final City of Calimesa Transportation Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment (herein, "City Guidelines"), which documents the City's VMT analysis methodology and approved impact thresholds. The City's VMT analysis methods and impact thresholds utilized the research conducted by OPR and Western Riverside Council of Governments (WRCOG). The City of Calimesa VMT Guidelines includes the following: 1) Utilizing the Riverside County Travel Demand Model (RIVTAM/RIVCOM) as its methodology to measure VMT; 2) Utilizing the Riverside County Travel Demand Model (RIVTAM/RIVCOM) as its method to analyze a project's VMT impact; and 3) Utilizing a threshold consistent with the City's current average VMT per service population ("SP;" i.e., population plus employment). (Calimesa, 2020)

4.17.3 Basis for Determining Significance

A. CEQA Thresholds of Significance for Transportation

According to Section XVII of Appendix G to the CEQA Guidelines, the proposed Project would result in a significant impact to transportation and traffic if the Project or any Project-related component would

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

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

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

d. *Result in inadequate emergency access.*

B. Thresholds of Significance for Vehicle Miles Traveled

1. City of Calimesa Screening Thresholds

The City Guidelines state that a project may have a less-than-significant impact and screen out of requiring a project-level VMT analysis if it meets at least one of the City's VMT screening steps. The City's adopted VMT screening steps are described in Table 4.17-1, *City of Calimesa Screening for Land Use Projects Exempt*

from VMT Analysis. For projects that do not meet any of the screening criteria, a project-level VMT analysis is required. (Urban Crossroads, 2023e, pp. 1-2)

Table 4.17-1 City of Calimesa Screening for Land Use Projects Exempt from VMT Analysis

Screening Steps	Description
1. Transit Priority (TPA) Screening	Projects located within a TPA (i.e., within a half mile of an existing major transit stop or an existing stop along a high-quality transit corridor) are presumed to have less than significant impact on VMT.
2. Low VMT Area Screening	Land use projects located within a low VMT generating zone that can reasonably be expected to generate VMT per resident, per worker, or per service population that is similar to the existing land uses in the low VMT area are presumed to have a less than significant VMT impact.
3. Project Type Screening	Local-Serving Retail under 50,000 square feet, Local Essential Services, and projects generating less than 110 daily vehicle trips are presumed to have a less than significant impact on VMT.

(Urban Crossroads, 2023e, Table 1)

2. City of Calimesa VMT Thresholds of Significance

On December 28, 2018, updates to the California Environmental Quality Act (CEQA) Guidelines were approved by the Office of Administrative Law (OAL). As part of the updates to the CEQA Guidelines, thresholds of significant for evaluation of impacts to transportation have changed. As required by SB 743, new Threshold b. of the CEQA Guidelines for Transportation requires an evaluation of impacts due to VMT, which replaced the LOS criteria (i.e., automobile delay) that has been utilized in the past to evaluate potential effects to transportation under CEQA. Accordingly, although this Subsection evaluates the Project's consistency with the LOS standards identified in the City of Calimesa General Plan and the general plans of cities within the Project's Study Area, it should be noted that pursuant to CEQA Guidelines Section 15064.3(a), "…a project's effect on automobile delay shall not constitute a significant environmental impact."

The City Guidelines state that for purposes of determining a potentially significant impact to transportation pursuant to CEQA, a project would result in a significant project-generated impact if either of the following conditions are satisfied (Urban Crossroads, 2023e, p. 4):

1. The baseline project-generated VMT per service population exceeds the City of Calimesa General Plan Buildout VMT per service population (as shown in Table 4.17-2, *City of Calimesa General Plan Buildout VMT per Service Population*), or
2. The cumulative project-generated VMT per service population exceeds the City of Calimesa General Plan Buildout VMT per service population (as shown in Table 4.17-2).

Additionally, the project's cumulative effect on VMT would be considered significant if it results in the following condition to be satisfied (Urban Crossroads, 2023e, p. 4):

1. The cumulative link level boundary Citywide VMT per service population increases under the plus project condition compared to the no project condition.

Table 4.17-2 City of Calimesa General Plan Buildout VMT per Service Population

	Baseline
Service Population	33,143
VMT	1,273,048
VMT per Service Population	38.41

(Urban Crossroads, 2023e, Table 2)

To make an impact determination, the City of Calimesa's average VMT per service population was calculated using the RIVCOM model for General Plan Buildout. Table 4.17-2 presents the resulting City of Calimesa's General Plan Buildout VMT per service population. (Urban Crossroads, 2023e, p. 4)

Additionally, it should be noted that the analysis presented herein regarding the Project's potential VMT impacts is based on two different analysis scenarios. The first analysis scenario ("Project VMT Analysis") considers the Project's VMT impacts based on employee and residential trips, but excludes VMT associated with the Project's heavy-duty truck trips. The Project VMT Analysis was conducted in full conformance with the City of Calimesa's *Final City of Calimesa Transportation Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment* (May 2020) (herein, "City Guidelines"), and provides a calculation of VMT per service population that can be compared to the City's thresholds of significance, as discussed above. The second analysis scenario ("Total VMT Analysis") considers the Project's VMT impacts based on a comparison of the Project's total VMT (inclusive of passenger vehicles, light trucks, and heavy-duty trucks) to the above-described thresholds of significance. Although the Total VMT Analysis scenario is not required by the City Guidelines, this analysis scenario has been included in order to fully disclose the Project's potential impacts due to VMT, as this information is frequently requested by members of the public and public agencies, including the California Attorney General's office. The analysis of Total VMT impacts has been included in order to provide a highly conservative analysis of the Project's potential VMT impacts, as a large portion of the Project's traffic would be associated with heavy-duty trucks that typically are not considered as part of VMT analyses pursuant to the City Guidelines. For purposes of analysis herein, if either the Project VMT Analysis or the Total VMT analysis indicates that the Project would result in a significant impact due to VMT, then Project impacts due to VMT would be considered a significant impact requiring mitigation.

4.17.4 METHODOLOGY

A. Traffic Modeling Methodology

The City Guidelines state that the Riverside County Model (RIVCOM), is the preferred tool for conducting VMT analysis for land use projects in the City of Calimesa. RIVCOM version 3.5.1 was released in March 2023 and is the most current sub-regional modeling tool for Western Riverside County. RIVCOM is a useful tool to estimate VMT as it considers interaction between different land uses based on socio-economic data such as population, households, and employment. The calculation of VMT for land use projects is based on the total number of trips generated and the average trip length of each vehicle type. (Urban Crossroads, 2023e, p. 3)

1. VMT Analysis Methodology

For the purposes of analysis, Project-generated VMT has been estimated using the Origin/Destination method and Boundary method. Consistent with City Guidelines, VMT has been presented as total VMT and VMT per service population (i.e., population and employees). Total VMT represents all VMT generated by the Project on a typical weekday. VMT per service population is an efficiency metric representing total VMT generated on a typical weekday per person who lives and/or works within the Project or travels to the Project for another purpose. (Urban Crossroads, 2023e, p. 3)

Origin/Destination Method

The Origin/Destination (OD) method for calculating VMT sums all weekday VMT generated by trips with at least one trip-end in the study area (i.e., Project boundary or City boundary) and tracks those trips to their origin or destination. Origins are all vehicle trips that start in a specific traffic analysis zone, while destinations are all vehicle trips that end in a specific traffic analysis zone. The OD method accounts for all trips (i.e., both passenger cars and trucks) and trip purposes (i.e., total VMT) and therefore provides a more complete estimate of VMT. (Urban Crossroads, 2023e, p. 3)

Boundary VMT Method

The Boundary VMT method is the sum of all weekday VMT on the roadway network within a designated boundary (i.e., City boundary or other designated geographic area). The boundary method estimates VMT by multiplying vehicle trips on each roadway segment within the boundary by that segment's length. This approach consists of all trips, including those trips that do not begin or end in the designated boundary. Consistent with the City VMT Guidelines, the City of Calimesa was used as the boundary for this assessment. (Urban Crossroads, 2023e, pp. 3-4)

4.17.5 IMPACT ANALYSIS

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

This response provides an analysis of the Project's potential to result in a conflict with plans, programs, ordinances, or policies that address the circulation system, including transit, roadway, bicycle, and pedestrian facilities. A project that generally conforms with, and does not obstruct, applicable plans, programs, ordinances, and policies is consistent. The transportation plans, policies, programs, ordinances, and standards that are relevant to the Project are identified in the analysis below.

A. SCAG's Connect SoCal

As previously noted, SCAG has published a draft 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), referred to as "Connect SoCal." Connect SoCal seeks to improve mobility, promote sustainability, facilitate economic development, and preserve the quality of life for the residents in the region. The long-range visioning plan balances future mobility and housing needs with goals for the environment, the regional economy, social equity and environmental justice, and public health. The goals

included in Connect SoCal are pertinent to the proposed Project. These goals are meant to provide guidance for considering the proposed Project within the context of regional goals and policies. An analysis of the Project's consistency with the relevant goals of Connect SoCal is presented below in Table 4.17-3, *Analysis of Consistency with Connect SoCal Goals*. As indicated, the Project would not conflict with any *Connect SoCal* goals, and no impact would occur.

Table 4.17-3 Analysis of Consistency with Connect SoCal Goals

Goal	Goal Statement	Project Consistency Discussion
1.	Encourage regional economic prosperity and global competitiveness.	Consistent. This policy would be implemented by the cities and counties within the SCAG region as part of comprehensive local and regional planning efforts. The Project would support this goal by providing employment-generating land uses (i.e., business park uses) in a portion of Riverside County that has a low jobs-to-housing ratio.
2.	Improve mobility, accessibility, reliability, and travel safety for people and goods.	Consistent. The Project's TA (EIR *Technical Appendix P*) identifies required transportation facility improvements, fee payments, and fair-share contributions. Mandatory compliance with the recommendations of the Project's TA, as would be required as conditions of Project approval, would ensure that the Project does not degrade mobility, accessibility, reliability, or travel safety for people and goods.
3.	Enhance the preservation, security, and resilience of the regional transportation system.	Consistent. This policy would be implemented by the cities and counties within the SCAG region as part of comprehensive local and regional planning efforts. There are no components of the proposed Project that would adversely affect the preservation, security, or resilience of the regional transportation system, and the Project Applicant would contribute fees towards regional improvements required in the Project vicinity. Furthermore, the Project would entail roadway and intersection improvements consistent with the City of Calimesa General Plan Circulation Element.
4.	Increase person and goods movement and travel choices within the transportation system.	Consistent. This policy would be implemented by the cities and counties within the SCAG region as part of the overall planning and maintenance of the regional transportation system. The Project would expand facilities for goods movement in the local area, and would construct or contribute fees towards regional transportation improvements. Additionally, the intensity of the proposed Project would facilitate expanded transit service in the local area.
5.	Reduce greenhouse gas emissions and improve air quality.	Consistent. This policy would be implemented by the cities and counties within the SCAG region as part of comprehensive transportation planning efforts. The Project would entail development of business park uses in a portion of Riverside County that experiences a relatively low jobs-to-housing ratio; thus, the Project would serve to reduce worker commute times in the local area by providing jobs in close proximity to housing. Additionally,

Table 4.17-3 Analysis of Consistency with Connect SoCal Goals

Goal	Goal Statement	Project Consistency Discussion
		and as discussed in EIR Subsections 4.3, *Air Quality*, and 4.8, *Greenhouse Gas Emissions*, the Project would be required to implement mitigation measures to reduce air quality and greenhouse gas emissions to the maximum feasible extent.
6.	Support healthy and equitable communities.	Consistent. An analysis of the Project's environmental impacts is provided throughout this EIR, and mitigation measures are specified where warranted. Air quality is addressed in EIR Subsection 4.3, *Air Quality*, which identifies mitigation measures to reduce air quality emissions to the maximum feasible extent. Additionally, the Project would implement trails, sidewalks, and bike lane improvements along public roadway rights-of-way in a manner that is consistent with City of Calimesa General Plan. The Project study area is within the service area of Pass Transit, a public transit agency serving the Project area. The Project would not conflict with any existing or planned Pass Transit routes, and in fact the intensity of the proposed Project would help support a future expansion of transit routes in the local area. Additionally, the Project would be consistent with or otherwise would not conflict with any applicable General Plan policies or requirements. Thus, the Project would facilitate the establishment of healthy and equitable communities.
7.	Adapt to a changing climate and support an integrated regional development pattern and transportation network.	Consistent. This policy would be implemented by the cities and counties within the SCAG region as part of comprehensive transportation planning efforts. As indicated in EIR Subsection 4.8, *Greenhouse Gas Emissions*, the Project would be subject to mitigation measures that have been identified to reduce the Project's level of GHG emissions by the maximum feasible extent, thereby demonstrating that the Project would assist the City in meeting its greenhouse gas reduction targets. The Project also would be conditioned to construct transportation improvements and/or contribute fees towards improving the regional transportation network.
8.	Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	Not Applicable. This policy provides guidance to the City to leverage new transportation technologies and data-driven solutions that result in more efficient travel. There are no components of the proposed Project that would preclude the City's ability to implement this goal.
9.	Encourage development of diverse housing types in areas that are supported by multiple transportation options.	Not Applicable. This policy would be implemented by the cities and counties within the SCAG region as part of comprehensive transportation planning efforts. The Project would accommodate up to 223 "Residential High Density (RH)" dwelling units, which would expand the range of housing available within the City and Project vicinity.

Table 4.17-3 Analysis of Consistency with Connect SoCal Goals

Goal	Goal Statement	Project Consistency Discussion
10.	Promote conservation of natural and agricultural lands and restoration of habitats.	Consistent. As indicated in EIR Subsection 4.4, *Biological Resources*, none of the vegetation communities identified on site or within the Project's off-site improvement areas are considered sensitive. Additionally, as discussed in EIR Subsection 4.2, *Agriculture and Forestry Resources*, and based on a Project-specific Land Evaluation and Site Assessment (LESA) analysis (EIR *Technical Appendix B*), the Project would not impact any significant farmland types. Additionally, the Project site is designated by the City of Calimesa General Plan for future development with urban land uses, and therefore the Project site is not suitable for conservation as agricultural land.

Source: (SCAG, 2020)

B. Riverside County Congestion Management Plan

The intent of a CMP is to more directly link land use, transportation, and air quality, thereby prompting reasonable growth management programs that will effectively utilize new transportation funds, alleviate traffic congestion and related deficiencies, and improve air quality. The County of Riverside CMP became effective with the passage of Proposition 111 in 1990 and most recently updated in 2019 as part of the Riverside County Long Range Transportation Study. The Riverside County Transportation Commission (RCTC) adopted the 2019 CMP for the County of Riverside in December 2019. None of the Project's study area intersections are identified as Riverside County CMP intersections. Accordingly, the Project would not result in a conflict with the Riverside Count CMP and no impact would occur.

C. City of Calimesa General Plan Transportation and Mobility Element

The City of Calimesa General Plan Transportation and Mobility Element establishes several goals and policies related to the transportation network that are applicable to development projects. Table 4.17-4, *Project Consistency with City of Calimesa General Plan Transportation and Mobility Element*, provides an analysis of the Project's consistency with the policies included in the General Plan Transportation and Mobility Element and demonstrates that the Project would not conflict with any Transportation and Mobility Element policies. As such, the Project would result in a less-than-significant impact. It should be noted that policies within the Transportation and Mobility Element that are not applicable to the Project have been excluded from Table 4.17-4 as they either do not provide policy direction related to the proposed Project or provide direction to City staff and decision makers. As indicated in Table 4.17-4, the Project would be consistent with or otherwise would not conflict with the policies included in the Transportation and Mobility Element; therefore, Project impacts due to a conflict with the City of Calimesa General Plan Transportation and Mobility Element would be less than significant.

Table 4.17-4 Project Consistency with City of Calimesa General Plan Transportation and Mobility Element

Policy	Project Consistency Analysis
TM-1: Provide for roadways in accordance with the Circulation Plan.	Consistent. The proposed OVNSP and the Project's Development Plan Review (DPR) applications identify required improvements to Calimesa Boulevard and Beckwith Avenue, while the Project's TA (*Technical Appendix P*) identifies Project-related off-site improvements and required fee contributions. All circulation improvements proposed as part of the Project would be consistent with the City of Calimesa Circulation Plan and General Plan. Accordingly, the Project would be consistent with Policy T-1.
TM-3: Strive to construct streets in accordance with the City's standard street classifications	Consistent. The proposed OVNSP and the Project's Development Plan Review (DPR) applications identify required improvements to Calimesa Boulevard and Beckwith Avenue, while the Project's TA (*Technical Appendix P*) identifies Project-related off-site improvements and required fee contributions. All public circulation improvements proposed as part of the Project would be consistent with the City of Calimesa standard street classifications. Accordingly, the Project would be consistent with Policy T-2.
TM-5: Design each roadway with sufficient width to accommodate projected traffic at acceptable service levels, based on the intensity or density of planned land uses.	Consistent. The Project's TA (*Technical Appendix P*) identifies Project-related off-site improvements and required fee contributions, which would ensure that all roadways utilized by Project traffic would achieve acceptable LOS, and the Project's TA is based on the intensity of the proposed Project. As such, the Project would be consistent with Policy TM-5.
TM-6: Access points must be located a sufficient distance away from major intersections to allow for safe, efficient operation.	Consistent. The Project's application materials depict the location of proposed access driveways. The design of the access driveways was modified based on City comments, and is now designed to provide sufficient distance from major intersections to allow for the safe and efficient operation of affected facilities. As such, the Project would be consistent with Policy TM-6.
TM-7: Seek to maintain level of service C on all City-maintained roads. A peak-hour level of service of D, or lower, may be allowed on City-maintained road segments in commercial and employment areas or any combination of major highways, urban arterials, secondary highways, or freeway ramp intersections.	Consistent. The Project's TA (*Technical Appendix P*) evaluates a total of 17 Study Area intersections, and identifies Project-required improvement as well as required fee payments and fair share contributions. The measures identified by the Project's TA would achieve an acceptable LOS C where feasible, and would achieve an acceptable LOS D in locations where achieving LOS C is not feasible. Accordingly, the Project would be consistent with Policy TM-7.
TM-11: Reduce vehicle trips through design and changes in operations.	Consistent. The Project is designed to accommodate up to 223 multi-family dwelling units on site, which would be

Table 4.17-4 Project Consistency with City of Calimesa General Plan Transportation and Mobility Element

Policy	Project Consistency Analysis
	collocated with the Project's proposed business park land uses. The collocation of residential and employment-generating uses would serve to reduce the Project's VMT. As such, the Project would be consistent with Policy TM-11.
TM-12: Provide for the development of multi-use equestrian, pedestrian, and hiking trails that provide a linkage with regional facilities.	Consistent. The proposed OVNSP provides for sidewalks along the northeastern side of Calimesa Boulevard and a meandering walking trail along the western side of Beckwith Avenue between Singleton Road and Planning Area 1, just outside the OVNSP boundary. Additionally, a meandering pathway is provided across OVNSP Planning Area 1 within the 25-foot easement abutting the southwestern side of Beckwith Avenue; the pathway would connect to the existing sidewalk located just outside the Specific Plan area boundary leading toward and connecting to Singleton Road. Additional pedestrian pathways and connections would be identified on the site development plans for the business park and residential areas and established in association with development. Accordingly, the Project would be consistent with Policy T-12.
TM-13: Ensure that schoolchildren have safe and adequate transportation routes available, such as pedestrian or bike paths, or local bus service.	Consistent. Although transit service is not currently available in the immediate Project vicinity, the intensity of the proposed Project, which would include business park and up to 223 multi-family dwelling units, would support future expansion of transit service in the local area. Additionally, the Project would accommodate sidewalks and bike lanes along the site's frontage with Calimesa Boulevard and would construct a meandering pedestrian path along Beckwith Avenue. In addition, in the event that church uses are constructed in lieu of residential uses, the Project would not generate school-aged children and therefore would have no potential to conflict with this policy. Accordingly, the Project would be consistent with or otherwise would not conflict with Policy TM-13.

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

As previously noted, changes to the CEQA Guidelines were adopted in December 2018, which require all lead agencies to adopt VMT as a replacement for automobile delay-based LOS as the measure for identifying transportation impacts for land use projects. This statewide mandate went into effect July 1, 2020, consistent with SB 743. To comply with SB 743 the City of Calimesa adopted their *Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled in May 2020* (herein, "City Guidelines"). The adopted City

Guidelines have been utilized to conduct an analysis of the Project's impacts due to VMT. (Urban Crossroads, 2023e, p. 2)

A. *Land Use Scenarios*

As previously described in EIR Section 3.0, *Project Description*, the Project as evaluated throughout this EIR consists of three potential land use scenarios. Specifically, land use Scenario 1 considers buildout of proposed OVNSP Planning Area 1 with a mixture of high-cube warehouse uses (982,232 s.f.) in all four buildings and the two proposed truck/trailer storage lots, and assumes that OVNSP Planning Area 2 would be developed with 223 multi-family dwelling units. Land use Scenario 2 considers buildout of proposed OVNSP Planning Area 1 with a mixture of high-cube parcel hub warehouse uses (982,232 s.f.) in all four buildings and the two trailer storage lots, and assumes that Planning Area 2 would be developed with 223 multi-family dwelling units. Land use Scenario 3 assumes that Planning Area 1 is developed with a mixture of high-cube warehouse uses (982,232 s.f.) and the two trailer storage lots, and assumes that Planning Area 2 would be developed with the 1,200-seat church use.

B. *Screening Criteria*

Consistent with City Guidelines, projects that meet certain screening thresholds based on their location and project type may be presumed to result in a less than significant transportation impact. The following screening criteria are described within the City Guidelines:

- Transit Priority Area (TPA) Screening
- Low Vehicle Miles Traveled Screening
- Project Type Screening

Table 4.17-5, *Applicability of City Guidelines Screening Criteria*, identifies the City Guidelines screening criteria, and evaluates the applicability of each screening criterion to the proposed Project. As indicated in Table 4.17-5, the Project does not meet the Transit Priority Area (TPA) screening criterion, as the Project is not located a TPA. The Project also does not meet the Low VMT Area screening criterion, as the Project site is not located within an area that exhibits low VMT under existing conditions.

With respect to the Project Type Screening criterion, the Project's business park and residential uses do not meet this screening criterion. However, the truck trailer storage lot component of the Project is anticipated to provide overflow or excess trailer storage for nearby warehouses, which would be brought to the lot by trucks. This lot would generate far fewer than 110 daily vehicle trips, and in fact, would generate close to zero daily passenger car trips. Other than the security guard shack, and no other passenger car trips are anticipated to be generated by the truck trailer storage lots. Further, the end user is unknown at this time, and it is reasonable to assume that the future tenant will select a location closer to the Project site for storage of truck trailers. This is because businesses that have shipping as a significant part of their operations are sensitive to transportation costs and by extension their relative proximity to customers and suppliers. The proposed trailer storage lot is anticipated to serve nearby warehouse and distribution facilities that would be looking to locate overflow trailer

Table 4.17-5 Applicability of City Guidelines Screening Criteria

Screening Steps	Description	Result
1. Transit Priority (TPA) Screening	Projects located within a TPA (i.e., within a half mile of an existing major transit stop or an existing stop along a high-quality transit corridor) are presumed to have less than significant impact on VMT.	Does not meet.
2. Low VMT Area Screening	Land use projects located within a low VMT generating zone that can reasonably be expected to generate VMT per resident, per worker, or per service population that is similar to the existing land uses in the low VMT area are presumed to have a less than significant VMT impact.	Does not meet.
3. Project Type Screening	Local-Serving Retail under 50,000 square feet, Local Essential Services, and projects generating less than 110 daily vehicle trips are presumed to have a less than significant impact on VMT.	Meets for truck / trailer storage and potential church use.

(Urban Crossroads, 2023e, Table 1)

storage as close as possible to the primary warehouse or distribution facility. Thus, in addition to generating a negligible amounts of vehicle trips, the trips are expected to be locally served. Accordingly, the truck trailer storage uses proposed as part of the Project would meet the Project Type Screening criterion. (Urban Crossroads, 2023e, p. 2)

In addition, the proposed church use also would meet the Project Type Screening criterion. Specifically, VMT analysis usually is based on typical weekday conditions. Sunday background (surrounding area) traffic typically is less than weekday traffic. RIVCOM does not have a Sunday component. Church attendees typically live in the nearby area. The alternative church land use is assumed to be an essential local essential service. Furthermore, local essential services such as the Church component do not have a maximum square footage threshold as described in the City Guidelines. (Urban Crossroads, 2023e, p. 3)

Although the Project's truck trailer storage and church uses would meet the Project Type Screening criterion outlined in the City Guidelines, none of the three land use scenarios evaluated herein would meet the Project Type Screening criterion when considered in their entirety. Therefore, the analysis presented herein considers potential VMT impacts associated with each of the Project's three land use scenarios. (Urban Crossroads, 2023e, p. 3)

C. *Project VMT Analysis*

The following presents an analysis of the Project's potential impacts to VMT based on the City Guidelines (herein, "Project VMT Analysis"). Pursuant to the City Guidelines, the Project VMT Analysis accounts for VMT associated with the Project-related passenger vehicle traffic (i.e., cars and light trucks), but does not account for the Project's heavy-truck traffic. A separate analysis is provided below (Total VMT Analysis), which considers VMT associated with all Project-related vehicles, including heavy-duty trucks. This Project VMT Analysis was included in order to calculate a VMT per service population value that can be directly compared to the City's threshold of significance.

1. Proposed Project VMT Estimates (Land Use Scenario 1)

As previously noted, Scenario 1 considers buildout of proposed OVNSP Planning Area 1 with a mixture of high-cube warehouse uses (982,232 s.f.) in all four buildings and the two proposed truck/trailer storage lots, and assumes that OVNSP Planning Area 2 would be developed with 223 multi-family dwelling units. To estimate OD Project-generated VMT, standard land use information such as building square footage and dwelling units must first be converted into a RIVCOM compatible dataset. The RIVCOM model utilizes socio-economic data (SED) (e.g., population, households, and employment) for the purposes of vehicle trip estimation. Table 4.17-6, *Land Use Scenario 1 Population and* Employment Estimates, summarizes the SED inputs used to represent land use Scenario 1. Project SED data was then coded into a separate TAZ to isolate Project generated VMT. The Project effect on VMT was performed using boundary VMT within the City of Calimesa. (Urban Crossroads, 2023e, p. 4)

Table 4.17-6 Land Use Scenario 1 Population and Employment Estimates

Land Use	Quantity	Conversion Factor	Estimated SED
Logistics	982,232 SF	1,030 SF per employee[1]	954 Employees
Residential	223 DU	2.88 people per household[2]	642 Population

(Urban Crossroads, 2023e, Table 3)

The VMT estimates calculated for the Project are presented in Table 4.17-7, *Land Use Scenario 1 Proposed Project-Generated VMT*, and Table 4.17-8, *Land Use Scenario 1 Cumulative Boundary VMT*. As shown in Table 4.17-7, implementation of land use Scenario 1 is forecast to generate OD VMT per service population below the City's adopted impact threshold for baseline traffic conditions and thus would have a less-than-significant impact due to Project-generated VMT. (Urban Crossroads, 2023e, p. 4)

Table 4.17-8 presents Cumulative Boundary VMT and Cumulative Boundary VMT per service population estimates for the cumulative condition. As shown, under Scenario 1 the Cumulative Boundary VMT per service population is found to decrease in the With Project scenario under the cumulative condition. Therefore, the cumulative effect on VMT would be less than significant with implementation of land use Scenario 1 as the Cumulative Boundary VMT per service population would decrease within the City boundary in the With Project scenario. (Urban Crossroads, 2023e, p. 4)

It should be noted that impacts under land use Scenario 1 are below the City's threshold of significance because the Project's residential component would have a net benefit on VMT in the local area. As indicated below under the analysis of land use Scenario 3, when considering development of 982,232 s.f. of high-cube warehouse uses without also including the Project's residential component, the Project's VMT per SP would exceed the City's threshold of significance. However, because land use Scenario 1 includes the Project's residential component, the resulting calculation of VMT per SP under land use Scenario 1 would be below the City's thresholds of significance, and thus VMT impacts under land use Scenario 1 would be less than significant based on the Project VMT Analysis (see also the discussion of Project Total VMT Analysis, below, which shows that VMT impacts under land use Scenario 1 would be significant when including the Project's heavy-duty truck trips).

Table 4.17-7 Land Use Scenario 1 Proposed Project-Generated VMT

	Baseline	Cumulative
Service Population	1,596	1,596
Total OD VMT	53,756	54,010
OD VMT per Service Population	33.68	33.84
City Threshold	38.41	38.41
Potentially Significant?	No	No

(Urban Crossroads, 2023e, Table 4)

Table 4.17-8 Land Use Scenario 1 Cumulative Boundary VMT

	City Boundary	
Cumulative	No Project	With Project
Service Population	33,152	34,748
Boundary VMT	801,773	827,194
VMT per Service Population	24.18	23.81
Change in VMT per Service Population	-0.37	

(Urban Crossroads, 2023e, Table 5)

2. Proposed Project VMT Estimates (Land Use Scenario 2)

As previously noted, land use Scenario 2 considers buildout of proposed OVNSP Planning Area 1 with a mixture of high-cube parcel hub warehouse uses (982,232 s.f.) in all four buildings and the two trailer storage lots, and assumes that Planning Area 2 would be developed with 223 multi-family dwelling units. Table 4.17-9, *Land Use Scenario 2 Population and Employment* Estimates, summarizes the SED inputs used to represent the land uses anticipated under Scenario 2. The Scenario 2 SED data was then coded into a separate TAZ to isolate PA1 Parcel Hub Mix generated VMT. The effect on VMT from implementation of Scenario 2 was performed using Boundary VMT within the City of Calimesa. (Urban Crossroads, 2023e, p. 5)

Table 4.17-9 Land Use Scenario 2 Population and Employment Estimates

Land Use	Quantity	Conversion Factor	Estimated SED
Warehouse	982,232 SF	300 SF per employee	3,274 Employees
Residential	223 DU	2.88 people per household	642 Population

(Urban Crossroads, 2023e, Table 6)

The VMT estimates calculated for land use Scenario 2 are presented in Table 4.17-10, *Land Use Scenario 2 Proposed Project-Generated VMT*, and Table 4.17-11, *Land Use Scenario 2 Cumulative Boundary VMT*. As shown in Table 4.17-10, land use Scenario 2 is forecast to generate OD VMT per service population above the City's adopted impact threshold for baseline traffic conditions. Accordingly, Project impacts due to VMT with implementation of land use Scenario 2 under the OD VMT method would be significant requiring mitigation. (Urban Crossroads, 2023e, p. 6)

Table 4.17-10 Land Use Scenario 2 Proposed Project-Generated VMT

	Baseline	Cumulative
Service Population	3,916	3,916
Total OD VMT	162,742	157,663
OD VMT per Service Population	41.56	40.26
City Threshold	38.41	38.41
Potentially Significant?	Yes	Yes

(Urban Crossroads, 2023e, Table 7)

Table 4.17-11 Land Use Scenario 2 Cumulative Boundary VMT

	City Boundary	
Cumulative	No Project	With PA1 Parcel Hub Mix
Service Population	33,152	37,068
Boundary VMT	801,773	835,850
VMT per Service Population	24.18	22.55
Change in VMT per Service Population	-1.63	

(Urban Crossroads, 2023e, Table 8)

Table 4.17-11 presents Cumulative Boundary VMT and Cumulative Boundary VMT per service population estimates for the cumulative condition with implementation of land use Scenario 2. The Cumulative Boundary VMT per service population is found to decrease with implementation of land use Scenario 2 under the cumulative condition. Therefore, the cumulative effect on VMT associated with buildout of land use Scenario 2 would be less than significant as the Cumulative Boundary VMT per service population would decrease within the City Boundary. (Urban Crossroads, 2023e, p. 6)

3. Proposed Project VMT Estimates (Land Use Scenario 3)

As previously noted, land use Scenario 3 assumes that Planning Area 1 is developed with a mixture of high-cube warehouse uses (982,232 s.f.) and the two trailer storage lots, and assumes that Planning Area 2 would be developed with the 1,200-seat church use. With the church option, the congregants would be coming from nearby neighborhoods; therefore, the occupants already are accounted for as residents of existing land uses. Table 4.17-12, *Land Use Scenario 3 Population and Employment Estimates*, summarizes the SED inputs used to represent the land uses anticipated under Scenario 3. Project SED data was then coded into a separate TAZ to isolate Project generated VMT. The Project effect on VMT was performed using boundary VMT within the City of Calimesa. (Urban Crossroads, 2023e, p. 7)

Table 4.17-12 Land Use Scenario 3 Population and Employment Estimates

Land Use	Quantity	Conversion Factor	Estimated SED
Warehouse	982,232 SF	1,030 SF per employee	954 Employees

(Urban Crossroads, 2023e, Table 9)

The VMT estimates calculated for land use Scenario 3 are presented in Table 4.17-13, *Land Use Scenario 3 Proposed Project-Generated VMT*, and Table 4.17-14, *Land Use Scenario 3 Cumulative Boundary VMT*. As shown in Table 4.17-13, land use Scenario 3 is forecast to generate OD VMT per service population above the City's adopted impact threshold for baseline traffic conditions. Accordingly, Project impacts due to VMT with implementation of Scenario 3 under the OD VMT method would be significant requiring mitigation. (Urban Crossroads, 2023e, p. 7)

Table 4.17-13 Land Use Scenario 3 Proposed Project-Generated VMT

	Baseline	Cumulative
Service Population	954	954
Total OD VMT	46,586	46,806
OD VMT per Service Population	48.83	49.06
City Threshold	38.41	38.41
Potentially Significant?	Yes	Yes

(Urban Crossroads, 2023e, Table 10)

Table 4.17-14 Land Use Scenario 3 Cumulative Boundary VMT

	City Boundary	
Cumulative	No Project	With PA1 Parcel Hub Mix
Service Population	33,152	34,106
Boundary VMT	801,773	827,228
VMT per Service Population	24.18	24.25
Change in VMT per Service Population	0.07	

(Urban Crossroads, 2023e, Table 11)

Table 4.17-14 presents Cumulative Boundary VMT and Cumulative Boundary VMT per service population estimates for the cumulative condition with implementation of land use Scenario 3. The Cumulative Boundary VMT per service population is found to increase with implementation of land use Scenario 3 under the cumulative condition. Therefore, Cumulative Boundary VMT impacts of the Project would be significant requiring mitigation. (Urban Crossroads, 2023e, p. 6)

As previously noted, land use Scenario 1 (previously discussed), which included both the Project's 982,232 s.f. of high-cube warehouse uses as well as the Project's proposed residential uses in PA 2, was shown to have a less-than-significant impact to VMT based on the Project VMT Analysis presented above. Although land use Scenario 3 would result in less total VMT than would occur under land use Scenario 1 (due to the fact that

the proposed church use generates only nominal traffic during weekdays), VMT impacts under land use Scenario 3 would exceed the City's significant threshold for VMT, as discussed above. This is because land use Scenario 3 does not include VMT and service population associated with the Project's residential component. As previously indicated under the analysis of land use Scenario 1, the Project's residential component would have a net beneficial effect on VMT. As a result, and because land use Scenario 3 would not include residential uses, VMT impacts under land use Scenario 3 would be significant and would be greater than the VMT per service population impacts identified above for land use Scenario 1.

D. Project Total VMT Analysis

The following presents an analysis of the Project's potential impacts to VMT based on the Project's total VMT ("Project Total VMT Analysis"), which includes passenger vehicles, light trucks, and heavy-duty trucks. Although the City Guidelines indicate that the project-level VMT analysis should be based only on VMT associated with passenger vehicles and light trucks, this analysis has been prepared in order to fully disclose the Project's potential impacts due to VMT. Thus, the analysis presented herein for Project Total VMT provides a highly conservative analysis of the Project's potential VMT impacts that goes beyond what is required by the City Guidelines. As previously indicated, for purposes of analysis, VMT impacts under each of the Project's land use scenarios would be considered significant if either the Project VMT Analysis or the Total VMT Analysis shows a VMT per service population value that exceeds the City's thresholds of significance.

1. Land Use Scenario 1 Total VMT Analysis

Table 4.17-15, *Estimated Project Total VMT*, presents an estimation of Total VMT for the land uses under land use Scenario 1, which utilizes vehicle trip generation rates, multiplied by the average trip length for each vehicle type. Average trip length for passenger cars, light heavy-duty trucks (LHDT), medium heavy-duty trucks (MHDT) and heavy heavy-duty trucks (HHDT) has been obtained from the South Coast Air Quality Management District's (SCAQMD) Rule 2305, *Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce emissions (WAIRE) Program* (May 2021). (Urban Crossroads, 2023f, p. 1)

Table 4.17-16, *Total VMT per SP – Land Use Scenario 1*, presents the calculation of the efficiency metric proposed Project generated Total VMT per SP, which is the product of the Proposed Project's Total VMT divided by its SP (i.e., estimated number of Project residents and employees). This efficiency metric is a common VMT metric used by many agencies throughout Southern California to evaluate the efficiency of travel for a given project based on Total VMT. Table 4.17-17, *VMT per SP Comparison – Land Use Scenario 1*, identifies a comparison between total VMT per SP with implementation of land use Scenario 1 to the impact threshold. The VMT per SP with implementation of land use Scenario 1 is 57.88, which is 19.47 VMT per SP over the City threshold VMT per SP of 38.41. Accordingly, the Project's Total VMT impact with implementation of land use Scenario 1 would be potentially significant requiring mitigation. (Urban Crossroads, 2023f, pp. 2-3)

Table 4.17-15 Estimated Project Total VMT – Land Use Scenario 1

Vehicle Type	Vehicle Trips	Vehicle Trip Length	VMT
Automobile (Baseline)	3,275	16.4	53,756
Automobile (Cumulative)	3,275	16.5	54,010
Logistics			
LHDT	108	15.3	1,652
MHDT	281	14.2	3,990
HHDT	396	39.9	15,800
High-Cube Warehouse Truck Total	785	-	21,442
Truck / Trailer Parking Lot			
LHDT	87	15.3	1,331
MHDT	225	14.2	3,195
HHDT	317	39.9	12,648
Truck / Trailer Parking Lot Total	629	-	17,174
Scenario 1 Total			
Automobile (Baseline)	3,275	16.4	53,756
Automobile (Cumulative)	3,275	16.5	54,010
LHDT	195	15.3	2,984
MHDT	506	14.2	7,185
HHDT	713	39.9	28,449
Total Truck	1,414	-	38,618
Total (Baseline)	**4,689**	-	**92,374**
Total (Cumulative)	**4,689**	-	**92,628**

[1] Slight variations in results are due to rounding of values.

Source: (Urban Crossroads, 2023f, Table 1)

Table 4.17-16 Total VMT per SP – Land Use Scenario 1

	Project
SP	1,596
Total VMT (Baseline)	92,374
Total VMT (Cumulative)	92,628
VMT / SP (Baseline)	57.88
VMT / SP (Cumulative)	58.04

(Urban Crossroads, 2023f, Table 2)

Table 4.17-17 VMT per SP Comparison – Land Use Scenario 1

	Baseline	Cumulative
City VMT / SP Threshold	38.41	38.41
Proposed Project VMT / SP	57.88	58.04
VMT / SP Over Threshold	19.47	19.63
Potentially Significant?	Yes	Yes

(Urban Crossroads, 2023f, Table 3)

2. Land Use Scenario 2 Total VMT Analysis

Table 4.17-18, *Estimated Total VMT – Land Use Scenario 2*, presents an estimation of Total VMT under land use Scenario 2, which utilizes vehicle trip generation rates multiplied by the average trip length for each vehicle type, as previously described above for Scenario 1.

Table 4.17-19, *Total VMT per SP – Land Use Scenario 2*, presents the calculation of the efficiency metric for Total VMT per SP with implementation of land use Scenario 2, which is the product of the Total VMT for Scenario 2 divided by its SP (i.e., estimated number of Project residents and employees). Table 4.17-20, *VMT per SP Comparison – Land Use Scenario 2*, identifies a comparison between the total VMT per SP with implementation of land use Scenario 2 to the impact threshold. The VMT per SP with implementation of land use Scenario 2 is 58.44, which is 20.03 VMT per SP over the City threshold VMT per SP of 38.41. Accordingly, the Project's Total VMT impact with implementation of land use Scenario 2 would be potentially significant requiring mitigation. (Urban Crossroads, 2023f, p. 4)

3. Land Use Scenario 3 Total VMT Analysis

Table 4.17-21, *Estimated Total VMT – Land Use Scenario 3*, presents an estimation of Total VMT under land use Scenario 3, which utilizes vehicle trip generation rates multiplied by the average trip length for each vehicle type, as previously described above for Scenario 1.

Table 4.17-22, *Total VMT per SP – Land Use Scenario 3*, presents the calculation of the efficiency metric for Total VMT per SP with implementation of land use Scenario 3, which is the product of the Total VMT for Scenario 3 divided by its SP (i.e., estimated number of Project employees). Table 4.17-23, *VMT per SP Comparison – Land Use Scenario 3*, identifies a comparison between the total VMT per SP with implementation of land use Scenario 3 to the impact threshold. The VMT per SP with implementation of land use Scenario 3 is 89.31, which is 50.90 VMT per SP over the City threshold VMT per SP for of 38.41. Accordingly, the Project's Total VMT impact with implementation of land use Scenario 3 would be potentially significant requiring mitigation. (Urban Crossroads, 2023f, p. 5)

Table 4.17-18 Estimated Total VMT – Land Use Scenario 2

Vehicle Type	Vehicle Trips	Vehicle Trip Length	VMT
Automobile (Baseline)	4,895	33.2	162,742
Automobile (Cumulative)	4,895	32.2	157,663
PA1 Parcel Hub Mix			
LHDT	246	15.3	3,764
MHDT	303	14.2	4,303
HHDT	917	39.9	36,588
PA1 Parcel Hub Mix Truck Total	1,466	-	44,655
Truck / Trailer Parking Lot			
LHDT	108	15.3	1,652
MHDT	281	14.2	3,990
HHDT	396	39.9	15,800
Truck / Trailer Parking Lot Total	785	-	21,442
Scenario 2 Total			
Automobile (Baseline)	4,895	33.2	162,742
Automobile (Cumulative)	4,895	32.2	157,663
LHDT	354	15.3	5,416
MHDT	584	14.2	8,293
HHDT	1313	39.9	52,389
Total Truck	2,251	-	66,098
Total (Baseline)	**7,146**	-	**228,840**
Total (Cumulative)	**7,146**	-	**223,761**

[1] Slight variations in results are due to rounding of values.

(Urban Crossroads, 2023f, Table 4)

Table 4.17-19 Total VMT per SP – Land Use Scenario 2

	Project
SP	3,916
Total VMT (Baseline)	228,840
Total VMT (Cumulative)	223,761
VMT / SP (Baseline)	58.44
VMT / SP (Cumulative)	57.14

(Urban Crossroads, 2023f, Table 5)

Table 4.17-20 VMT per SP Comparison – Land Use Scenario 2

	Baseline	Cumulative
City VMT / SP Threshold	38.41	38.41
Parcel Hub Mix Project VMT / SP	58.44	57.14
VMT / SP Over Threshold	20.03	18.73
Potentially Significant?	Yes	Yes

(Urban Crossroads, 2023f, Table 6)

Table 4.17-21 Estimated Total VMT – Land Use Scenario 3

Vehicle Type	Vehicle Trips	Vehicle Trip Length	VMT
Automobile (Baseline)	1,772	26.3	46,586
Automobile (Cumulative)	1,772	26.4	46,806
	High-Cube Warehouse		
LHDT	108	15.3	1,652
MHDT	281	14.2	3,990
HHDT	396	39.9	15,800
High-Cube Warehouse Truck Total	785	-	21,442
	Truck / Trailer Parking Lot		
LHDT	87	15.3	1,331
MHDT	225	14.2	3,195
HHDT	317	39.9	12,648
Truck / Trailer Parking Lot Total	629	-	17,174
	Scenario 3 Total		
Automobile (Baseline)	1,772	26.3	46,586
Automobile (Cumulative)	1,772	26.4	46,806
LHDT	195	15.3	2,984
MHDT	506	14.2	7,185
HHDT	713	39.9	28,449
Total Truck	1,414	-	38,618
Total (Baseline)	**3,186**	-	**85,204**
Total (Cumulative)	**3,186**	-	**85,424**

[1] Slight variations in results are due to rounding of values.

(Urban Crossroads, 2023f, Table 7)

Table 4.17-22 Total VMT per SP – Land Use Scenario 3

	Project
SP	954
Total VMT (Baseline)	85,204
Total VMT (Cumulative)	85,424
VMT / SP (Baseline)	89.31
VMT / SP (Cumulative)	89.54

(Urban Crossroads, 2023f, Table 8)

Table 4.17-23 VMT per SP Comparison – Land Use Scenario 3

	Baseline	Cumulative
City VMT / SP Threshold	38.41	38.41
Proposed Project VMT / SP	89.31	89.54
VMT / SP Over Threshold	50.90	51.13
Potentially Significant?	Yes	Yes

(Urban Crossroads, 2023f, Table 9)

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

All physical improvements planned as part of the Project would be in conformance with applicable City of Calimesa standards. The Project site is surrounded by a variety of existing and planned land uses, including single-family residences, mobile home uses, undeveloped/vacant land, schools, and open space. Although the truck trips that would be generated by the Project have the potential to conflict with traffic related to residential and school uses, the Project's truck traffic would be routed directly to the I-10 via Calimesa Boulevard and the on-ramps located along Singleton Road and Cherry Valley Boulevard, and Project-related truck trips would be directed away from residential streets. As such, the Project would not result in increased hazards to transportation as a result of incompatible uses, and impacts due to incompatible uses would be less than significant.

Threshold d: Would the Project result in inadequate emergency access?

The Project Applicant would improve Calimesa Boulevard and Beckwith Avenue within and abutting the Project site along the Project site's frontages with these roadways, and all frontage improvements would be constructed to City of Calimesa standards. During the City's review of the proposed Project, the City reviewed the proposed design plans to ensure that adequate emergency access would be available at the site. Additionally, the City of Calimesa would review future implementing development applications (e.g., tentative maps, parcels maps, plot plans, etc.) to ensure that adequate emergency access is accommodated. Furthermore, proposed roadway improvements to abutting roadways, including Calimesa Boulevard and Beckwith Avenue, would improve emergency access in the local area. Accordingly, the proposed Project would not result in inadequate emergency access during long-term operation of the Project and impacts would be less than significant.

Due to temporary lane closures that may occur during the Project's construction phase, Project-related construction activities may conflict with emergency access routes and access to nearby uses during frontage improvements to Calimesa Boulevard and Beckwith Avenue. Although it is anticipated a less-than-significant impact would occur, out of an abundance of caution, a temporary significant impact is identified. Accordingly, near-term impacts to emergency access would be significant prior to mitigation.

4.17.6 CUMULATIVE IMPACT ANALYSIS

This cumulative impact analysis considers development of the proposed Project in conjunction with other development projects and planned development that would occur with buildout of the City of Calimesa General Plan, consistent with the Study Area evaluated by the Project's VMT Analyses and the Project's TA (*Technical Appendices O.1 and O.2* and *P*). It should be noted that although not required by the City's Guidelines for VMT, the Total VMT scenario has been included in order to fully disclose the Project's potential impacts due to VMT as this information frequently is requested by members of the public and public agencies, including the California Attorney General's office. The analysis of Total VMT impacts has been included in order to provide a highly conservative analysis of the Project's potential VMT impacts, as a large portion of the Project's traffic would be associated with heavy-duty trucks that typically are not considered as part of VMT analyses pursuant to the City Guidelines.

The analysis of Threshold a. demonstrates that the Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Accordingly, the Project has no potential to result in cumulatively-considerable impacts due to a conflict with a program, plan, ordinance, or policy addressing the circulation system.

As indicated under the analysis of Threshold b., two analyses were conducted: Project VMT Analysis, which considers VMT per service population based on passenger vehicles and light trucks, consistent with the City Guidelines; and Project Total VMT Analysis, which considers VMT per service population based on the Project's total VMT, which includes passenger vehicles, light trucks, and heavy-duty trucks. As previously noted, Project VMT impacts would be significant if the VMT per service population value exceeds the City's threshold of significance under either the Project VMT Analysis or the Project Total VMT Analysis. As previously indicated in Table 4.17-8 for the Project VMT Analysis, implementation of land use Scenario 1 would result in a net reduction in VMT per SP under the Cumulative Boundary VMT method, and therefore cumulatively-considerable VMT impacts would not occur with implementation of land use Scenario 1. In addition, while implementation of land use Scenario 2 would result in significant direct impacts due to VMT, the data presented in Table 4.17-11 for the Project VMT Analysis shows that under cumulative conditions, the Project would result in a net reduction in VMT per SP using the Cumulative Boundary approach; thus, cumulatively-considerable VMT impacts would be less than significant with implementation of land use Scenario 2. However, as shown on Table 4.17-13 and Table 4.17-14 for the Project VMT Analysis, implementation of land use Scenario 3 would exceed the City's adopted thresholds of significance using both the OD VMT and Cumulative Boundary VMT methodologies; thus, Project impacts due to VMT with implementation of land use Scenario 3 would be cumulatively considerable. In addition, when considering Total VMT (i.e., VMT associated with Project-related passenger cars and heavy-duty trucks), Table 4.17-17, Table 4.17-20, and Table 4.17-23 for the Project Total VMT Analysis show that land use Scenarios 1, 2, and/or 3 would exceed the City's threshold of significance, resulting in a significant impact under all three land use scenarios. As previously noted, if either the Project VMT Analysis or Total Project VMT Analysis shows a VMT per service population value that exceeds the City's threshold of significance, impacts under all three land use scenarios are considered significant requiring mitigation. As such, VMT impacts would be significant on a cumulatively-considerable basis with implementation of land use Scenarios 1, 2, or 3. As other cumulative developments within the study area similarly would have the potential to result in significant impacts due to

VMT, the Project's impacts due to VMT with implementation of land use Scenarios 1, 2, or 3 would be cumulatively considerable.

As indicated under the analysis of Threshold c., all physical improvements planned as part of the Project would be in conformance with applicable City of Calimesa standards. Other cumulative developments would similarly be required to demonstrate that no unsafe geometric design features would result. Additionally, the Project's land uses are generally compatible with existing and planned uses in the surrounding area, and Project-related truck traffic would be routed directly to I-10 and away from residential streets. Accordingly, cumulatively-considerable impacts due to a geometric design feature or incompatible use would be less than significant.

As discussed under the analysis of Threshold d., under long-term operating conditions, the Project would have no effect on emergency access in the local area, and impacts would be less than significant. However, during proposed improvements to Calimesa Boulevard and Beckwith Avenue, there is a potential that the Project could adversely affect emergency access or access to nearby uses. As other cumulative developments similarly could obstruct emergency access in the local area, Project impacts would be cumulatively considerable prior to mitigation.

4.17.7 Significance of Impacts Before Mitigation

Threshold a: Less-than-Significant Impact. The proposed Project would be consistent with or otherwise would not conflict with SCAG's 2020-2045 RTP/SCS, the Riverside County CMP, and all applicable policies contained within the City of Calimesa General Plan, including those contained within the General Plan Transportation and Mobility Element. There are no other applicable programs, plans, ordinances, or policies addressing the circulation system and that are applicable to the proposed Project. Accordingly, the Project would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities, and impacts would be less than significant.

Threshold b: Significant Direct and Cumulatively-Considerable Impact. For the Project VMT Analysis, Table 4.17-7 and Table 4.17-8 show that implementation of land use Scenario 1 would not exceed the City's thresholds of significance for Project-generated VMT using the OD VMT per SP method or the Cumulative Boundary VMT method; thus, VMT impacts associated with land use Scenario 1 would be less than significant under the Project VMT Analysis. While implementation of land use Scenario 2 would result in a net reduction in VMT per SP using the Cumulative Boundary under the Project VMT Analysis approach, land use Scenario 2 would exceed the City's threshold of significance based on the OD VMT per SP method as shown in Table 4.17-10; thus, Project impacts due to VMT with implementation of land use Scenario 2 would be significant requiring mitigation. In addition, and as shown in Table 4.17-13 and Table 4.17-14 for the Project VMT Analysis, implementation of land use Scenario 3 would exceed the City's threshold of significance based on the OD VMT per SP method, and also would result in a net increase in VMT per SP under the Cumulative Boundary method; accordingly, VMT impacts associated with land use Scenario 3 would be significant. When considering Total VMT (i.e., VMT associated with Project-related passenger cars and heavy trucks), Table 4.17-17, Table 4.17-20, and Table 4.17-23 show that land use Scenarios 1, 2 and 3 all would exceed the City's threshold of significance. As previously noted, Project impacts due to VMT would be considered significant

if either the Project VMT Analysis or Project Total VMT Analysis results in a VMT per service population value that exceeds the thresholds of significance identified by the City Guidelines. Accordingly, VMT impacts under all three of the Project's land use scenarios would be considered significant impacts for which mitigation would be required.

Threshold c: Less-than-Significant Impact. All physical improvements planned as part of the Project would be in conformance with applicable City of Calimesa standards. The Project site is surrounded by a variety of existing and planned land uses, including single-family residences, mobile home uses, undeveloped/vacant land, schools, and open space. Although the truck trips that would be generated by the Project have the potential to conflict with traffic related to residential and school uses, the Project's truck traffic would be routed directly to the I-10 via Calimesa Boulevard and the on-ramps located along Singleton Road and Cherry Valley Boulevard, and Project-related truck trips would be directed away from residential streets. As such, the Project would not result in increased hazards to transportation as a result of incompatible uses, and impacts due to incompatible uses would be less than significant.

Threshold d: Significant Direct and Cumulatively-Considerable Impact. Under long-term operating conditions, the Project would have no effect on emergency access in the local area, and impacts would be less than significant. However, during proposed improvements to Calimesa Boulevard and Beckwith Avenue, there is a potential that the Project could adversely affect emergency access or access to nearby uses. This is conservatively evaluated as a significant impact for which mitigation would be required.

4.17.8 Applicable Regulations, Design Requirements, and Mitigation

Applicable Regulations and Design Requirements

The following are applicable regulations and design requirements within the City of Calimesa. Although these requirements technically do not meet CEQA's definition for mitigation, they are imposed herein to ensure Project compliance with applicable City regulations and design requirements.

- Prior to issuance of building permits, the Project Applicant shall pay appropriate Development Impact Fee Program (DIF) fees at the rates then in effect in accordance with Chapter 18.115 (Development Impact Fees) of the City of Calimesa Municipal Code.

- Prior to issuance of building permits, the Project Applicant shall pay appropriate Western Riverside County Transportation Uniform Mitigation Fee Program Ordinance (TUMF) fees at the rates then in effect in accordance with Chapter 18.105 (Western Riverside County Transportation Uniform Mitigation Fee Program).

Mitigation

MM 4.17-1 Prior to the issuance of grading permits or improvement plans affecting Calimesa Boulevard and/or Beckwith Avenue, the Project Applicant shall prepare and the City of Calimesa shall approve a temporary traffic control plan. The temporary traffic control plan shall comply with the applicable requirements of the California Manual on Uniform Traffic Control Devices

(CMUTD). A requirement to comply with the temporary traffic control plan shall be noted on all grading and building plans affecting travel lanes within Calimesa Boulevard and/or Beckwith Avenue, and this requirement also shall be specified in bid documents issued to prospective construction contractors.

MM 4.17-2 Required Commute Trip Reduction Program: Future building lease or sales agreements shall include a requirement to implement a voluntary program to discourage single-occupancy vehicle trips for employees and encourage alternative modes of transportation such as carpooling, taking transit, walking, and biking. Examples of potential Commute Trip Reduction (CTR) program features include the following:

a. Designated Employee Transportation Coordinator (ETC): Identify an Employee Transportation Coordinator (ETC) as part of future site operations. The role of ETC is to provide education and point of contact for commute-related questions and commuter benefits.

b. Marketing of Commuter Benefits for Employees: Provide commuter benefit materials to new hires. Additionally, provide an on-site message board (physical or digital) to educate employees of commuter benefits.

c. Pre-Tax Transit Pass Benefits: Provide employees access to WageWorks (or comparable) to purchase transit passes or other approved commuter expenses pre-tax.

d. Bicycle Parking: Provide on-site secure bike parking facilities and storage lockers.

e. Carpool and Vanpool Ride-Matching Services: Provide information about Waze Carpool and other carpool/vanpool ride-matching services to employees.

f. Guaranteed Ride Home (GRH) Program. Establish a GRH program for employees that arrive to work by carpool, vanpool, or transit and need to leave work early or are unable to use normal commute accommodations. The GRH Program can be provided via local transportation network companies.

MM 4.17-3 All owner users and future tenants shall participate in Riverside County's Rideshare Program. The purpose of this program is to encourage 2+ person occupancy vehicle trips and encourage other alternative modes of transportation. Carpooling opportunities and public transportation information shall be advertised to employees of the building tenant. Developer and all successors shall include the provisions of this obligation in all leases of the Project so that all tenants shall fulfill the terms and conditions of this mitigation measure.

4.17.9 Significance of Impacts After Mitigation

Threshold b.: Significant and Unavoidable Direct and Cumulatively-Considerable Impact. The Project entails the development of a mixture of land uses, including business park, residential, and/or church uses, which is anticipated to capture some trips and VMT within the Project. A mix of uses in close proximity provides improved destination accessibility and an opportunity for non-motorized travel. In addition, the Project would accommodate a meandering walking trail along Beckwith Avenue and sidewalk along Calimesa Boulevard,

both of which ultimately would link on-site residents and/or employees to Singleton Road. The walking trail and sidewalk would enhance walkability and connectivity, thereby serving to reduce Project VMT. Although the Project would be subject to compliance with Mitigation Measures MM 4.17-2 and MM 4.17-3, which would reduce the Project's VMT, the effectiveness of commute trip reduction measures such as those listed in Mitigation Measures MM 4.17-2 and MM 4.17-3 cannot be guaranteed to reduce Project VMT to a level of less than significant. Locational context is a major factor relevant to the potential application and effectiveness of TDM measures. A project may only realize a quantifiable reduction in commute VMT under the most favorable circumstances and ideal local conditions when implementing trip reduction measures. In practical terms, ideal conditions are rarely realized due to variables such as locational context limitations (i.e., non-urban areas). Additionally, to achieve ideal conditions a project must achieve 100 percent employee participation, and maximum employee eligibility, which generally are not expected. This is even more difficult to presume since future tenants of the Project's business park uses are not known at this time. Moreover, with respect to Total VMT (i.e., inclusive of passenger cars and trucks), Truck VMT is not subject to similar reductions because goods movement requires large vehicle activity which is not reduced by modification of the project built environment to enhance pedestrian and bicycle activity or on-site TDM measures. Therefore, any potential reduction in Project-generated passenger car VMT would be reflected by a smaller reduction in Total VMT. Accordingly, although the Project would be subject to compliance with Mitigation Measures MM 4.17-2 and MM 4.17-3, the Project's VMT per SP still would exceed the City of Calimesa thresholds of significance. Therefore, the Project's VMT impacts are considered significant and unavoidable for land use Scenarios 2 and 3 when using the OD VMT per SP method, for land use Scenario 3 under the Cumulative Boundary method, and for land use Scenarios 1, 2, and 3 when considering the Project's Total VMT per SP. Thus, implementation of any of the Project's three land use scenarios would result in significant and unavoidable impacts relating to VMT. (Urban Crossroads, 2023e, p. 6; Urban Crossroads, 2023f, p. 3)

Threshold d.: Less-than-Significant Impact with Mitigation Incorporated. Mitigation Measure MM 4.17-1 requires the Project Applicant to prepare and obtain City of Calimesa approval of a temporary traffic control plan prior to issuance of grading permits. With implementation of the required mitigation, the Project would not result in inadequate emergency access or access to nearby uses during construction of improvements along Calimesa Boulevard and Beckwith Avenue. Accordingly, with implementation of the required mitigation, impacts would be reduced to less-than-significant levels.

4.18 TRIBAL CULTURAL RESOURCES

The analysis in this Subsection 4.18 is based on the Cultural Resources Assessment report prepared by PaleoWest (*Technical Appendix F*) and Native American tirbal consultation. Written and oral communication between Native American tribes and the City of Calimesa is considered confidential in respect to places that have tribal cultural significance (Government Code Section 65352.4), and although all communications that occurred between the Native American tribes and the City of Calimesa pertaining to the Project site were relied upon to inform the preparation of this EIR section, those communications are treated as confidential and are not available for public review. Under existing law, environmental documents must not include information about the location of archeological sites or sacred lands or any other information that is exempt from public disclosure pursuant to the Public Records Act (California Code of Regulations Section 15120[d]).

4.18.1 EXISTING CONDITIONS

The information provided below is a summary of the Existing Conditions information provided in Subsection 4.5, *Cultural Resources*, and *Technical Appendix F* of this EIR.

A. Prehistoric Period

The prehistory of Western Riverside County can be broken into three primary periods: Paleoindian, Archaic, and Late Prehistoric.

- **Paleoindian Period (ca. 18,000-9,000 B.P.).** During the Paleoindian Period, Native groups are believed to have been highly mobile nomadic hunters and gatherers organized into small bands. It is believed that Native peoples of this period created projectile points and bifaces with fluted bases designed to be hafted to wooden shafts. This distinctive method of thinning the bases of projectile points and bifaces by removing long, linear flakes, serves as diagnostic Paleoindian markers at tool-making sites. Other artifacts associated with the Paleoindian tool kit include choppers, cutting tools, retouched flakes, and perforators.
- **Archaic Period (ca. 9,000-1,500 B.P.).** The Archaic Period is the earliest defined period in the region. During this time, a long period of human adaptation to environmental changes brought on by the transition from the late Pleistocene to the early Holocene geologic periods occurred. The early portion of the Archaic Period was characterized by continued organization of Native groups as nomadic hunters and gatherers; however, there is some evidence of semi-sedentary residential occupation. Archaic sites in the Project region are characterized by abundant lithic scatters of considerable size with many biface thinning flakes, manos and milling stones, bifacial preforms broken during manufacture, and well-made ground stone bowls and basin metates.
- **Late Prehistoric Period (ca. 1,500 B.P.-contact).** The Late Prehistoric Period is characterized by cooler temperatures and greater precipitation resulting in more easily accessible food and water sources. Native American groups in the region began manufacturing ceramics, such as vessels, using the paddle-and-anvil technique. The technological advancement of the mortar and pestle may also indicate the use of acorns as a resource and the practice of storing food resources. Other characteristics of this period include the appearance of bone and antler elements within the artifact assemblage and

the use of asphaltum. This period also is marked by the appearance of the bow and arrow points and arrow shaft straighteners.

B. *Ethnohistoric Setting*

Ethnography is the study of human cultures and the ethnographic background of the Project site area is described in Subsection 3.3 of *Technical Appendix F.* The Project Site is located within the ethnographic tribal territories of both the Serrano and Cahuilla (PaleoWest, 2024, p. 9)

The Serrano occupied the territory of the San Bernardino Mountains east to Mount San Gorgonio, the San Gabriel Mountains west to Mount San Antonio, portions of the desert to the north, and the fringe of the San Bernardino Valley to the south. Serrano clans were politically autonomous although linked by ceremonial ties to other clans and peoples of other tribal groupings (i.e., the Cahuilla and Gabrielino). Serrano settlements are known in the foothills of the San Bernardino Mountains and along the Mojave River drainage. Seasonal or permanent settlement of the Mojave Desert occurred where water and other resources were available such as along the Mojave River. However, the upland or higher altitude areas within their territory were preferred for permanent settlement because of the availability of tree crops (acorns and pinyon) as well as the availability of water, forage, and the greater seasonal availability of certain classes of game. Groups of lineages lived in villages at the valley margins in the winter and in smaller encampments at higher elevations in the summer. Proximity to water sources and adequate arrays of resources predictably dictated settlement location choices. (PaleoWest, 2024, pp. 10-11)

The Project area likely was also used by the Cahuilla. Ethnographically, Cahuilla territory spanned from the summit of the San Bernardino Mountains in the north to Borrego Springs and the Chocolate Mountains in the south, a portion of the Colorado Desert west of Orocopia Mountain to the east, the San Jacinto Plain as far as Riverside, and the eastern slopes of Palomar Mountain to the west. The Cahuilla occupied a topographically complex region that includes mountain ranges with elevations of 11,000 ft to low desert at 273 ft below sea level and interspersed with passes, canyons, foothills, and valleys. Seasonal extremes in temperature, precipitation, and wind characterize the region. The Cahuilla were hunters, collectors, and harvesters. A diverse habitat provided an immense variety of floral resources, which the Cahuilla used for food, medicine, and manufacture of tools and shelter. (PaleoWest, 2024, pp. 12-13)

4.18.2 Applicable Regulatory Requirements

A. *Federal Regulations*

1. *American Indian Religious Freedom Act*

The American Indian Religious Freedom Act (AIRFA) requires each executive branch agency with statutory or administrative responsibility for the management of Federal lands shall, to the extent practicable, permitted by law, and not clearly inconsistent with essential agency functions, to accommodate access to and ceremonial use of Indian sacred sites by Indian religious practitioners and avoid adversely affecting the physical integrity of such sacred sites. Where appropriate, agencies also are required to maintain the confidentiality of sacred sites. Each executive branch agency with statutory or administrative responsibility for the management of Federal lands are required to implement procedures to ensure reasonable notice is provided of proposed actions

or land management policies that may restrict future access to or ceremonial use of, or adversely affect the physical integrity of, sacred sites. (NOAA, n.d.)

2. Native American Graves Protection and Repatriation Act (NAGPRA)

The Native American Graves Protection and Repatriation Act (NAGPRA; Public Law 101-601; 25 U.S.C. 3001-3013) describes the rights of Native American lineal descendants, Indian tribes, and Native Hawaiian organizations with respect to the treatment, repatriation, and disposition of Native American human remains, funerary objects, sacred objects, and objects of cultural patrimony, referred to collectively in the statute as cultural items, with which they can show a relationship of lineal descent or cultural affiliation. (NPS, 2022d)

One major purpose of this statute is to require that federal agencies and museums receiving Federal funds inventory holdings of Native American human remains and funerary objects and provide written summaries of other cultural items. The agencies and museums must consult with Indian Tribes and Native Hawaiian organizations to attempt to reach agreements on the repatriation or other disposition of these remains and objects. Once lineal descent or cultural affiliation has been established, and in some cases the right of possession also has been demonstrated, lineal descendants, affiliated Indian Tribes, or affiliated Native Hawaiian organizations normally make the final determination about the disposition of cultural items. Disposition may take many forms from reburial to long term curation, according to the wishes of the lineal descendent(s) or culturally affiliated Tribe(s). (NPS, 2022d)

The second major purpose of the statute is to provide greater protection for Native American burial sites and more careful control over the removal of Native American human remains, funerary objects, sacred objects, and items of cultural patrimony on Federal and tribal lands. NAGPRA requires that Indian tribes or Native Hawaiian organizations be consulted whenever archaeological investigations encounter, or are expected to encounter, Native American cultural items or when such items are unexpectedly discovered on Federal or tribal lands. Excavation or removal of any such items also must be done under procedures required by the Archaeological Resources Protection Act. This NAGPRA requirement is likely to encourage the in-situ preservation of archaeological sites, or at least the portions of them that contain burials or other kinds of cultural items. (NPS, 2022d)

Other provisions of NAGPRA: (1) stipulate that illegal trafficking in human remains and cultural items may result in criminal penalties; (2) authorizes the Secretary of the Interior to administer a grants program to assist museums and Indian Tribes in complying with certain requirements of the statute; (3) requires the Secretary of the Interior to establish a Review Committee to provide advice and assistance in carrying out key provisions of the statute; authorizes the Secretary of the Interior to penalize museums that fail to comply with the statute; and, (5) directs the Secretary to develop regulations in consultation with this Review Committee. (NPS, 2022d)

3. Federal Antiquities Act

The Antiquities Act is the first law to establish that archaeological sites on public lands are important public resources. It obligates federal agencies that manage the public lands to preserve for present and future generations the historic, scientific, commemorative, and cultural values of the archaeological and historic sites

and structures on these lands. It also authorizes the President to protect landmarks, structures, and objects of historic or scientific interest by designating them as National Monuments. (NPS, 2022e)

B. State Regulations

1. California Administrative Code, Title 14, Section 4308

Section 4308, *Archaeological Features*, of Title 14 of the California Administrative Code provides that: "No person shall remove, injure, disfigure, deface, or destroy any object of archaeological, or historical interest or value." (CCR, n.d.)

2. California Code of Regulations Title 14, Section 1427

California Code of Regulations Title 14, Section 1427 provides that: "No person shall collect or remove any object or thing of archaeological or historical interest or value, nor shall any person injure, disfigure, deface or destroy the physical site, location or context in which the object or thing of archaeological or historical interest or value is found." (NAHC, n.d.)

3. Traditional Tribal Cultural Places Act (SB 18)

Senate Bill 18 (SB 18) requires local (city and county) governments to consult with California Native American tribes to aid in the protection of traditional tribal cultural places ("cultural places") through local land use planning. SB 18 also requires the Governor's Office of Planning and Research (OPR) to include in the General Plan Guidelines advice to local governments for how to conduct these consultations. (OPR, 2005)

The intent of SB 18 is to provide California Native American tribes an opportunity to participate in local land use decisions at an early planning stage, for the purpose of protecting, or mitigating impacts to, cultural places. The purpose of involving tribes at these early planning stages is to allow consideration of cultural places in the context of broad local land use policy, before individual site-specific, project-level land use decisions are made by a local government. (OPR, 2005)

SB 18 requires local governments to consult with tribes prior to making certain planning decisions and to provide notice to tribes at certain key points in the planning process. These consultation and notice requirements apply to adoption and amendment of both general plans (defined in Government Code § 65300 et seq.) and specific plans (defined in Government Code § 65450 et seq.). Although SB 18 does not specifically mention consultation or notice requirements for adoption or amendment of specific plans, existing state planning law requires local governments to use the same processes for adoption and amendment of specific plans as for general plans (see Government Code § 65453). Therefore, where SB 18 requires consultation and/or notice for a general plan adoption or amendment, the requirement extends also to a specific plan adoption or amendment. (OPR, 2005)

4. Assembly Bill 52 (AB 52)

California Assembly Bill 52 (AB 52) (2014) Chapter 532 amended Section 5097.94 of, and added Sections 21073, 21074, 21080.3.1, 21080.3.2, 21802.3, 21083.09, 21084.2 and 21084.3 to the California Public

Resources Code, relating to Native Americans. AB 52 was approved on September 25, 2014. By including tribal cultural resources early in the CEQA process, the legislature intended to ensure that local and Tribal governments, public agencies, and project proponents would have information available, early in the project planning process, to identify and address potential adverse impacts to tribal cultural resources. By taking this proactive approach, the legislature also intended to reduce the potential for delay and conflicts in the environmental review process. (OPR, 2017a)

The Public Resources Code now establishes that "[a] project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment." (Pub. Resources Code, § 21084.2.) To help determine whether a project may have such an effect, the Public Resources Code requires a lead agency to consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a proposed project. That consultation must take place prior to the determination of whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project. (Pub. Resources Code, § 21080.3.1.) (OPR, 2017a)

If a lead agency determines that a project may cause a substantial adverse change to tribal cultural resources, the lead agency must consider measures to mitigate that impact. Public Resources Code § 20184.3 (b)(2) provides examples of mitigation measures that lead agencies may consider to avoid or minimize impacts to tribal cultural resources. These rules apply to projects that have a notice of preparation for an environmental impact report or negative declaration or mitigated negative declaration filed on or after July 1, 2015. (OPR, 2017a)

§ 21074 of the Public Resources Code defines "tribal cultural resources." In brief, in order to be considered a "tribal cultural resource," a resource must be either:

(1) listed, or determined to be eligible for listing, on the national, state, or local register of historic resources, or

(2) a resource that the lead agency chooses, in its discretion, to treat as a tribal cultural resource. (OPR, 2017a)

In the latter instance, the lead agency must determine that the resource meets the criteria for listing in the state register of historic resources. In applying those criteria, a lead agency must consider the value of the resource to the tribe. (OPR, 2017a)

5. State Health and Safety Code

California Health and Safety Code (HSC) § 7050.5(b) requires that excavation and disturbance activities must cease "In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery…" until the coroner can determine regarding the circumstances, manner, and cause of any death. The coroner is then required to make recommendations concerning the treatment and disposition of the human remains. Further, this section of the code makes it a misdemeanor to intentionally disturb, mutilate or remove interred human remains. § 7051 specifies that the removal of human remains from "internment or a place of

storage while awaiting internment" with the intent to sell them or to dissect them with "malice or wantonness" is a public offense punishable by imprisonment in a state prison. Lastly, HSC §§ 8010-8011 establish the California Native American Graves Protection and Repatriation Act consistent with the federal law addressing the same. The Act stresses that "all California Indian human remains and cultural items are to be treated with dignity and respect." It encourages voluntary disclosure and return of remains and cultural items by publicly funded agencies and museums in California. It also outlines the need for aiding California Indian tribes, including non-federally recognized tribes, in filing repatriation claims. (CA Legislative Information, n.d.)

6. California Code of Regulations Section 15064.5

The California Code of Regulations, Title 14, Chapter 3, § 15064.5 (the State CEQA Guidelines) establishes the procedure for determining the significance of impacts to archaeological and historical resources, as well as classifying the type of resource. Cultural resources are aspects of the environment that require identification and assessment for potential significance. The evaluation of cultural resources under CEQA is based upon the definitions of resources provided in CEQA Guidelines § 15064.5, as follows: (OPR, 2022)

- *A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Pub. Res. Code § 5024.1, Title 14 CCR, Section 4850 et seq.).*
- *A resource included in a local register of historical resources, as defined in section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.*
- *Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code § 5024.1, Title 14 CCR, Section 4852) including the following:*
    - *Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;*
    - *Is associated with the lives of persons important in our past;*
    - *Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or*
    - *Has yielded, or may be likely to yield, information important in prehistory or history.*
- *The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to section 5020.1(k) of the Public Resources Code), or identified in an historical resources survey (meeting the criteria in section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code sections 5020.1(j) or 5024.1.*

4.18.3 Basis for Determining Significance

According to Section XVIII of Appendix G to the CEQA Guidelines, the proposed Project would result in a significant impact to tribal resources if the Project or any Project-related component would:

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), or*

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

Because the lead agency released an NOP for the Project and the Project includes a general plan amendment and specific plan, both AB 52 and SB 18 consultation is required by State law. The City of Calimesa sent notification of the Project to the Native American tribes with traditional or cultural affiliation to the area as described in Section 4.18.2, above. A summary of the AB 52 and SB 18 consultation process and responses is provided below under Threshold a. As previously stated, the results of consultation with interested tribes are confidential; however, any conditions or mitigation established during tribal consultation are incorporated into the analysis within this Subsection.

4.18.4 Impact Analysis

Threshold a:	***Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: 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), or 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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?***

Changes in CEQA, effective July 2015, require that the City address the topic of tribal cultural resources. Tribal Cultural Resources (TCRs) are those resources with inherent tribal values that are difficult to identify

through the same means as archaeological resources. These resources can be identified and understood through direct consultation with the tribes who attach tribal value to the resource. Tribal cultural resources may include Native American archaeological sites, but they may also include other types of resources such as a cultural landscape. Also relevant is the category termed "traditional cultural property" (TCP) which is typically associated with cultural resource management performed under federal auspices. "Traditional" in this context refers to those beliefs, customs, and practices of a living community of people that have been passed down through the generations, usually orally or through practice. The traditional cultural significance of a historic property, then, is significance derived from the role the property plays in a community's historically rooted beliefs, customs, and practices. A TCP can be defined, generally, as one that is eligible for inclusion in the National Register of Historic Places (NRHP) because of its association with cultural practices or beliefs of a living community that (a) are rooted in that community's history, and (b) are important in maintaining the continuing cultural identity of the community. A landscape can be a TCP and by extension a TCR, provided the cultural landscape meets the criteria and that the landscape is geographically defined in terms of the size and scope. The appropriate treatment of tribal cultural resources is determined through consultation with tribes.

As discussed in the Cultural Resources Assessment (*Technical Appendix F*), PaleoWest requested a review of the Sacred Lands Files (SLF) by the NAHC on February 17, 2022, to determine if any recorded Native American sacred site or location or religious or ceremonial importance are present within one mile of the Project. The NAHC responded on April 11, 2022, stating that the SLF was completed with negative results. Since that time, however, Native American resources have been discovered in the vicinity of the Project site on the opposite side of the I-10 freeway.

As discussed EIR Subsection 4.5, *Cultural Resources*, there are no known significant historical or archaeological resources pursuant to Section 15064.5 located within the Project site or the Project's physical impact footprint. However, Native American tribes have indicated that the Project Site is sensitive for the potential discovery of subsurface resources.

In compliance with Assembly Bill 52 (AB 52), notices regarding the proposed Project were mailed to all requesting tribes on July 14, 2023. The City of Calimesa sent notification letters of the Project to the following Native American tribes: Morongo Band of Mission Indians, Agua Caliente Band of Cahuilla Indians, San Manuel Band of Mission Indians, Augustine Band of Cahuilla Mission Indians, Cabazon Band of Mission Indians, Cahuilla Band of Mission Indians, Los Coyotes Band of Mission Indians, Ramona Band of Cahuilla Mission Indians, San Fernando Band of Mission Indians, Santa Rosa Band of Mission Indians, Serrano Nation of Mission Indians, Soboba Band of Luiseno Indians, Torres-Martinez desert Cahuilla Indians, and Pechanga Cultural Resources Department.

Three responses were received during the 30-day response period from the Augustine Band of Cahuilla Mission Indians, Agua Caliente Band of Cahuilla Mission Indians, and Yuhaaviatam of San Manuel Nation. Requests to consult were received from the Agua Caliente Band of Cahuilla Indians (Agua Caliente) and Yuhaaviatam of San Manuel Nation (formerly known as the San Manuel Band of Mission Indians). It should be noted that the Morongo Band of Mission Indians provided a letter on April 10, 2023, in response to the original NOP that was distributed on December 12, 2022. Morongo indicated that the Project site is within the ancestral territory and traditional use area of the Cahuilla and Serrano people of the Morongo Band of Mission

Indians and requested Project maps, copy of the records search conducted at the appropriate California Historical Resources Information System (CHRIS), tribal participation during the pedestrian survey, Project boundary files of the Project's area of effect, and geotechnical report. Morongo requested consultation and the City of Calimesa engaged in consultation.

Agua Caliente responded in a letter dated July 17, 2023, indicating that the Project site is within the tribe's Traditional Use Area and requested Project-specific cultural resources inventory, cultural resource documentation, and copy of the records search with associated survey reports and site records from the information center. All requested materials were provided to Agua Caliente. Agua Caliente requested consultation and the City of Calimesa engaged in consultation.

Yuhaaviatam of San Manuel Nation responded in a letter dated July 25, 2023, indicating that the Project site is within Serrano ancestral territory and the area is highly culturally sensitive to the tribe. The tribe requested a consultation meeting to discuss the Project and elected to be a consulting party. The tribe also requested the Project-specific cultural and geotechnical report, Project plans showing depth of disturbance, and draft map with proposed zoning changes. All requested materials were provided to the Yuhaaviatam of San Manuel Nation. Yuhaaviatam of San Manuel Nation requested consultation and the City of Calimesa engaged in consultation.

Although geological information indicates that the Project site and off-site improvement area are unlikely to contain significant buried archaeological resources (PaleoWest, 2024, pp. 40-41), all consulting tribes expressed concern that the Project area is sensitive for cultural resources and there is a possibility that previously unidentified resources might be found during ground disturbing activities. Guided by the recommendations of consulting tribes, mitigation is presented in EIR Subsection 4.5, *Cultural Resources*, which requires archaeological testing (MM 4.5-1), full-time archaeological monitoring and participation by tribes (MM 4.5-2), treatment practices for discovered resources (MM 5.5-3), and recommendations for avoidance and capping of any discovered Native American human remains (MM 5.5-4).

Additionally, the Project would be required to adhere to RR 4.5-2, which requires compliance State Health and Safety Code § 7050.5 in the event that human remains are encountered and by ensuring that no further disturbance occur until the County Coroner has made the necessary findings as to origin of the remains. Moreover, pursuant to Public Resources Code § 5097.98 (b), remains shall be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made.

Notwithstanding the mitigation measures and regulatory requirements listed in EIR Subsection 4.5, *Cultural Resources*, the Project's potential impacts to tribal cultural resources would be significant prior to implementation of the mitigation measures identified in EIR Subsection 4.5, *Cultural Resources*.

4.18.5 Cumulative Impact Analysis

This cumulative impact analysis considers implementation of the Project in conjunction with other development projects and ground-disturbing construction activities in the traditional use areas of the Agua Caliente, Yuhaaviatam of San Manuel Nation, and Morongo Band of Mission Indians.

As indicated under the analysis of Threshold a, based on the results of the City's consultation efforts with Agua Caliente, Yuhaaviatam of San Manuel Nation, and Morongo Band of Mission Indians, it was determined that the Project has the potential to result in impacts to Tribal Cultural Resources that may be present beneath the ground surface of the Project site. Other ground-disturbing activities in the traditional use areas of these tribes also have the potential to result in impacts to their Tribal Cultural Resources, including sites or resources that may be buried beneath the ground surface. A such, the Project's potential impacts to Tribal Cultural Resources would be cumulatively considerable prior to mitigation.

4.18.6 Significance of Impacts Before Mitigation

Threshold a: Significant Direct and Cumulatively-Considerable Impact. Based on the results of the City's consultation efforts with Native American tribes, the Project has the potential to result in significant impacts to previously undiscovered Tribal Cultural Resources that may be discovered during the Project's ground-disturbing construction activities in the absence of protective measures. As such, the potential for Project-related impacts to Tribal Cultural Resources is a significant impact for which mitigation would be required.

4.18.7 Applicable Regulations, Design Requirements, and Mitigation

Applicable Regulations and Design Requirements

The following are applicable regulations and design requirements within the City of Calimesa. Although these requirements technically do not meet CEQA's definition for mitigation, they are imposed herein to ensure Project compliance with applicable regulations and design requirements.

RR 4.18-1 Unless otherwise required by law, the site of any reburial of Native American human remains or associated grave goods shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, pursuant to the specific exemption set forth in California Government Code § 6254 (r), parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code 6254 (r). [This RR is the same as RR 4.5-1.]

RR 4.18-2 If human remains are encountered during ground-disturbing construction activities, compliance with California Health and Safety Code § 7050.5 and Public Resources Code § 5097 et. seq. shall be required. State Health and Safety Code § 7050.5 states that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resource Code § 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "most likely descendant." The most likely descendant shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code § 5097.98.

Evidence of compliance with this mitigation measure, if human remains are found, shall be provided to the City Planning Department upon the completion of a treatment plan and final report detailing the significance and treatment finding. [This RR is the same as RR 4.5-2.]

Mitigation

MM 4.18-1 Due to the heightened cultural sensitivity of the proposed project area, at the discretion of the consulting tribe(s), Tribal monitor(s) authorized to represent Agua Caliente, Yuhaaviatam of San Manuel Nation, and Morongo Band of Mission Indians shall be invited to be present (on a rotating basis) for all ground-disturbing activities in native soil and previously unexamined fill soils that occur within the proposed project area (which includes structure demolition, clearing, grubbing, tree removals and plantings, mass or rough grading, trenching, wall footings, fence and sign post placement and removal, excavation for all utility and drainage and irrigation lines, and any other activity involving disturbance of native soil which could include all forms of landscaping and stockpiling and crushing of materials). At the discretion of the consulting tribes, a sufficient number of Tribal monitors shall be present (on a rotating basis) each work day to ensure that simultaneously occurring ground disturbing activities receive thorough levels of monitoring coverage. A Monitoring and Treatment Plan that is reflective of the project mitigation ("Cultural Resources" and "Tribal Cultural Resources") shall be completed by the archaeologist, and submitted to the Lead Agency for dissemination to the Yuhaaviatam of San Manuel Nation Cultural Resources Management Department (YSMN), Agua Caliente Band of Cahuilla Indians Tribal Historic Preservation Office (ACBCI THPO) and Morongo Band of Mission Indians. All parties shall review and agree to the plan in a reasonable time period as determined by the Lead Agency prior to permitting for the Project. Any non-responsive party shall be assumed to have agreed to the plans without comment. Any and all findings of discovered resources will be subject to the protocol detailed within the Monitoring and Treatment Plan.

MM 4.18-2 A Monitoring and Treatment Plan that is reflective of the Project mitigation ("Cultural Resources" and "Tribal Cultural Resources") shall be completed by the archaeologist and submitted to the Lead Agency for dissemination to the consulting Tribes. All parties shall review and agree to the plan in a reasonable time period as determined by the Lead Agency prior to permitting for the Project. Monitoring and treatment methods that have been recommended by consulting Tribes and found to be reasonable by the Lead Agency for inclusion in the Monitoring and Treatment Plan are provided below, but the exact terms required for monitoring and treatment shall be as established in the Plan. If consensus among the Lead Agency and Tribes about monitoring and treatment methods cannot be reached, the Lead Agency shall make the determination in its best judgement considering input and recommendations from archaeologist and the consulting Tribes.

i. If a pre-contact cultural resource is discovered during archaeological presence/absence testing, the discovery shall be properly recorded and then temporarily reburied in situ. A research design shall be developed by the archaeologist that shall include a plan to

evaluate the resource for significance under CEQA criteria. Representatives from the consulting Tribes, the archaeologist/applicant, and the Lead Agency shall confer regarding the research design, as well as any testing efforts needed to delineate the resource boundary. Following the completion of evaluation efforts, all parties shall confer regarding the archaeological significance of the resource, its potential as a Tribal Cultural Resource (TCR), avoidance of the discovered resource, and the potential need for construction monitoring during project implementation. Should any significant resource and/or TCR not be a candidate for avoidance or preservation in place, and the removal of the resource(s) is necessary to mitigate impacts, the research design shall include a comprehensive discussion of sampling strategies, resource processing, analysis, and reporting protocols/obligations. Removal of any cultural resource(s) shall be conducted with the presence of a Tribal monitor representing the consulting Tribes, unless the Tribes decline to be present to monitor. All plans for analysis shall be reviewed and agreed upon by the applicant and consulting Tribes prior to implementation within a reasonable period of time as determined by the Lead Agency. Any non-responsive party shall be assumed to have agreed to the plans without comment. All removed material shall be temporarily curated on-site.

ii. If a pre-contact cultural resource is discovered during project implementation, ground-disturbing activities shall be suspended 100 feet around the resource(s), and an Environmentally Sensitive Area (ESA) physical demarcation/barrier constructed. The Project Archaeologist shall develop a research design that shall include a plan to evaluate the resource for significance under CEQA criteria. Representatives from the consulting Tribes, the archaeologist, and the Lead Agency shall confer regarding the research design, as well as any testing efforts needed to delineate the resource boundary. Following the completion of evaluation efforts, all parties shall confer regarding the resource's archaeological significance, its potential as a Tribal Cultural Resource (TCR), and avoidance (or other appropriate treatment) of the discovered resource.

iii. It is the preference of the consulting Tribes, YSMN and ACBCI THPO, that removed cultural material be reburied as close to the original find location as possible. However, should reburial within/near the original find location during project implementation not be feasible, then a reburial location for future reburial shall be decided upon by the consulting Tribes, the landowner, and the Lead Agency, and all finds shall be reburied within this location. Additionally, in this case, reburial shall not occur until all ground-disturbing activities associated with the project have been completed, all monitoring has ceased, all cataloging and basic recordation of cultural resources have been completed, and a final monitoring report has been issued to Lead Agency, CHRIS, and consulting Tribes. All reburials are subject to a reburial agreement that shall be developed between the landowner and consulting Tribes, outlining the determined reburial process/location, and shall include measures and provisions to protect the reburial area from any future impacts.

Should it occur that avoidance, preservation in place, and on-site reburial are not an option for treatment, the landowner shall relinquish all ownership and rights to this material and confer with consulting Tribes to identify an American Association of Museums (AAM)-accredited facility within the County that can accession the materials into their permanent collections and provide for the proper care of these objects in accordance with the 1993 CA Curation Guidelines. A curation agreement with an appropriate qualified repository shall be developed between the landowner and museum that legally and physically transfers the collections and associated records to the facility. This agreement shall stipulate the payment of fees necessary for permanent curation of the collections and associated records and the obligation of the Project developer/applicant to pay for those fees.

All draft records/reports containing the significance and treatment findings and data recovery results shall be prepared by the archaeologist and submitted to the Lead Agency and the consulting Tribes for their review and comment. After approval from all parties, the final reports and site/isolate records are to be submitted to the local CHRIS Information Center, the Lead Agency, and consulting Tribes.

iv. In the event that any human remains are discovered within the project area, ground disturbing activities shall be suspended 100 feet around the resource(s) and an Environmentally Sensitive Area (ESA) physical demarcation/barrier constructed. The on-site lead/foreman shall then immediately notify the consulting tribes, the Developer, and the Lead Agency. The Lead Agency and the Developer shall then immediately contact the County Coroner regarding the discovery. If the Coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, the Coroner shall ensure that notification is provided to the NAHC within twenty-four (24) hours of the determination, as required by California Health and Safety Code § 7050.5 (c). The NAHC-identified Most Likely Descendant (MLD), shall be allowed, under California Public Resources Code § 5097.98 (a), to (1) inspect the site of the discovery and (2) make determinations as to how the human remains and funerary objects shall be treated and disposed of with appropriate dignity. The MLD, Lead Agency, and landowner agree to discuss in good faith what constitutes "appropriate dignity" as that term is used in the applicable statutes. The MLD shall complete its inspection and make recommendations within forty-eight (48) hours of the site visit, as required by California Public Resources Code § 5097.98.

No photographs are to be taken except by the Coroner, with the written approval of the Consulting Tribe(s).

Reburial of human remains and/or funerary objects (those artifacts associated with any human remains or funerary rites) shall be accomplished in compliance with the California Public Resources Code § 5097.98 (a) and (b). The MLD in consultation with the landowner, shall make the final discretionary determination regarding the appropriate disposition and treatment of human remains and funerary objects. All parties are aware that the MLD may wish to rebury the human remains and associated funerary objects on or near the site of their discovery, in an area that shall not be subject to future subsurface disturbances. The applicant/developer/ landowner should accommodate on-site reburial in a location mutually agreed upon by the Parties.

It is understood by all Parties that unless otherwise required by law, the site of any reburial of Native American human remains or cultural artifacts shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code § 6254 (r).

MM 4.18-3 The Project proponent and the City of Calimesa Planning Department will consider the use of Native-language(s) names for streets, roads, parks, trails, etc. within the planned development area, as appropriate.

4.18.8 Significance of Impacts After Mitigation

Threshold a: Less-than-Significant Impact with Mitigation Incorporated. Implementation of EIR Mitigation Measures MM 4.5-1 through MM 4.5-3 and Mitigation Measures MM 4.18-1 through MM 4.18-3 would ensure appropriate treatment of any previously undiscovered tribal cultural resources that may be identified during Project-related ground-disturbing activities, including human remains. Implementation of the required mitigation would reduce Project impacts to Tribal Cultural Resources to below a level of significance.

4.19 Utilities and Service Systems

This Subsection 4.19 addresses the topics of water service and supply, wastewater collection and treatment, stormwater conveyance facilities, and solid waste collection and disposal. The information concerning water supplies and the Project's estimated water demand is based partly on information contained in the Project specific Water Supply Assessment (WSA), dated August 15, 2023, prepared by Yucaipa Valley Water District (YVWD) (YVWD, 2023). The WSA is provided as *Technical Appendix R* to this EIR. The analysis contained in this Subsection is also based in part on information obtained from the City of Calimesa 2014 General Plan (General Plan) (City of Calimesa, 2014), the 2020 Upper Santa Ana River Watershed Integrated Regional Urban Water Management Plan (IRUWMP) (USARW, 2021), and the City of Calimesa Municipal Code (City of Calimesa, 2022). It should be noted that the IRUWMP also includes a 2020 Urban Water Management Plan (UWMP) specific to the YVWD, which is provided in Part 2, Chapter 11 of the IRUWMP. The 2020 IRUWMP, including the 2020 YVWD UWMP, are herein incorporated by reference and are available for public review at the YVWD, located at 12770 Second Street, Yucaipa, California 92399, or online at the YVWD's web site (https://www.yvwd.us/). Refer to Section 7.0, *References*, for a complete list of these and other reference sources.

4.19.1 Existing Conditions

The Project site is within the service area boundaries of YVWD for water and sewer service, Southern California Edison (SCE) for electricity, and the Southern California Gas Company (SoCalGas) for natural gas. Telephone, communication, and television services are offered by multiple carriers, including Dish, DirecTV, Frontier, and Spectrum. There are existing gas, telephone, communication, television, and overhead lines within the right-of-way (ROWs) for Calimesa Boulevard and Beckwith Avenue. The solid waste hauler for the City is CR&R Waste Management.

A. Water Service and Supply

1. Potable and Non-Potable Water Supplies

YVWD provides potable water, recycled water, and wastewater services to its service area of 40 square miles and a sphere of influence of 68 miles. The YVWD service area includes two mutual water companies: the Western Heights Water Company and the South Mesa Water Company. The service area of the Western Heights Mutual Water Company is 4.53 square miles (2,902 acres) and the service area of the South Mesa Mutual Water Company is 4.00 square miles (2,561 acres). (USARW, 2021, p. 11-5) Under existing conditions, the entire Project site is within the sphere of influence of the YVWD service area; however, only portions of the Project site are located within the YVWD service area (refer to Figure 4.19-1, below). (USARW, 2021, p. 11-6) Existing water facilities in the Project area include an existing 24-inch diameter YVWD water line within the ROW for Calimesa Boulevard and an existing 16-inch diameter YVWD water line within the ROW for Beckwith Avenue.

YVWD categorizes its water customers based on the following categories (the percentages represent the proportionality of service connections as of March 31, 2021) (USARW, 2021, p. 11-10).

- Single-Family Residential – 91.6%

- Multi-Family Residential - 3.51%
- Commercial - 1.79 %
- Irrigation Potable - 0.88%
- Institutional - 0.56%
- Irrigation - Recycled Water - 0.55%
- Construction Water - 0.17%
- Fire Service - 0.13%
- Industrial - 0.07%

YVWD's local water is supplied from groundwater through local wells and surface water collected from Birch Creek, Oak Glen Creek, Adams Tunnel, and Clark Tunnel. Additionally, YVWD purchases imported water from the State Water Project (SWP) through the San Bernardino Valley Municipal Water District (SBVMWD) and the San Gorgonio Pass Water Agency (SGPWA) for direct filtration and for recharge of the groundwater basin. YVWD's drinking water supply consists primarily of groundwater pumped from 17 wells located throughout the YVWD service area.

The groundwater basins within the YVWD service area include the San Bernardino Basin, Yucaipa Groundwater Basin, San Timoteo Groundwater Basin, and the Beaumont Adjudicated Basin, and are discussed below.

- Yucaipa Groundwater Basin: The Yucaipa Sustainable Groundwater Management Agency (Yucaipa SGMA) was formed in 2017 by a Memorandum of Agreement between the following local water purveyors, municipalities, and regional water agencies: City of Redlands, City of Yucaipa, San Bernardino Vally Municipal Water District (SBVMWD), San Gorgonio Pass Water Agency (SGPWA), South Mesa Water Company, South Mountain Water Company, Western Heights Water Company, and YVWD. The Department of Water Resources (DWR) identified the Yucaipa Basin as a high-priority basin; SGMA stipulates that a Groundwater Sustainability Plan (GSP) must be adopted by medium and high priority basins by 2022. The Yucaipa SGMA approved a GSP on January 26, 2022. The GSP outlines the sustainable yield of the basin that is divided into four Management Areas which have been based on a combination of the hydrogeology and location of purveyors' wells. Each Management Area within the Yucaipa Groundwater Basin also has individual sustainability criteria to monitor and avoid undesirable results. (Yucaipa SGMA, 2022)

- San Timoteo Groundwater Basin: San Timoteo Groundwater Sustainability Agency (GSA) is a low priority basin as reprioritized by the Department of Water Resources in 2019. The San Timoteo GSA is comprised of the City of Banning, Beaumont Cherry Valley Water District, City of Redlands and the YVWD. It was agreed by the Parties of the San Timoteo GSA to establish Management Areas for the GSA for each agency's respective boundaries, although no GSP has been approved for the San Timoteo GSA as of January 2024. Each agency has agreed to work in good faith and coordinate all activities to carry out the purposes of the Memorandum of Agreement in implementing the policy, purposes, and requirements of SGMA within the boundaries of the San Timoteo GSA. (USARW, 2021, p. 11-25)

- Beaumont Adjudicated Basin: In February 2004 the San Timoteo Watershed Management Authority filed a judgment adjudicating the groundwater rights in the Beaumont Basin and assigned the Beaumont Basin Watermaster with the authority to manage the groundwater basin (Judgment Pursuant To Stipulation Adjudicating Groundwater Rights in the Beaumont Basin, 2004). The Beaumont Basin Watermaster is comprised of managers from the Beaumont Cherry Valley Water District, City of Banning, City of Beaumont, South Mesa Mutual Water Company, and the YVWD. The adjudication of the Beaumont Basin has defined overlying and appropriator pumping rights and allows for supplemental water to be stored and recovered from the basin. The Safe Yield of the Beaumont Basin was established at 8,650 acre-feet per year (AFY). The Safe Yield is re-evaluated by the Beaumont Basin Watermaster every 10 years. Pursuant to the 2004 Judgment, if an Overlying Party pumps more than five times its share of the operating Safe Yield in any five consecutive years, the overlying producer shall provide Watermaster with sufficient funds to replace the overproduction. Because the Beaumont Basin has been adjudicated, it is identified as a very low priority basin. (USARW, 2021, p. 11-26; Beaumont Basin Watermaster, 2023, p. 1-2)

- San Bernardino Basin: YVWD has one well located in the eastern most part of the Basin adjacent to the Yucaipa Basin. This well has produced an average of 135 AF per year from 2016 through 2020. In April 1969, a judgment was issued establishing the entitlements and obligations of major water districts overlying the San Bernardino Groundwater Basin. Thus, because this groundwater basin has been adjudicated, it is identified as a very low priority basin. The Safe Yield for the San Bernardino Basin area has been established as 167,238 AFY. (USARW, 2021, p. 11-26; Western San Bernardino Water Master, 2022, Table No. 2)

YVWD serves as one of the managers for the Beaumont Basin Watermaster, which manages the groundwater basin. In 2020, these wells provided about 62.7% of the total drinking water supply. Imported water treated at the Yucaipa Valley Regional Water Filtration Facility (YVWRFF) provided 35.8% of the drinking water supply. Surface water treated at the Oak Glen Surface Water Treatment Plant provided the remaining 1.5% of the drinking water supply. In addition to the drinking water supplies, YVWD produces recycled water at the Wochholz Regional Water Recycling Facility (WRWRF). Also added to the recycled distribution system is the microfiltration backwash produced at YVWRFF. The combined volume from these two water sources produced enough recycled water to meet 16.5% of YVWD's total water demand in 2020, decreasing the potable water use by 2,234.48 acre-feet (AF).

A summary of YVWD's retail water supplies from 2020 is shown in Table 4.19-1, *YVWD 2020 Actual Retail Water Supplies*. The projected supplies for the YVWD between 2025 and 2045 are shown in Table 4.19-2, *YVWD Projected Water Supplies*. Based on estimates provided by the IRUWMP, Table 4.19-3, *Regional Projected Retail Water Supplies (2025-2045)*, shows the anticipated water supplies available within the IRUWMP Region between 2025 and 2045. (USARW, 2021, p. 11-23)

Table 4.19-1 YVWD 2020 Actual Retail Water Supplies

Water Supply Source	Additional Detail on Water Supply	2020 Actual Volume (AFY)	Water Type
Purchased or Imported Water	Yucaipa Valley Regional Water Filtration Facility	4,047	Drinking Water
Groundwater (Not Desalinated)	Groundwater Supplies	7,116	Drinking Water
Surface Water (Not Desalinated)	Oak Glenn Filtration Facility	171	Drinking Water
Recycled Water	Regional Water Recycling Facility	1,281	Recycled Water
Other	Backwash at YVRWFF	954	Other Non-Potable
	Totals:	**13,579**	**--**

Note: AFY = Acre-Feet per Year.
Source: (USARW, 2021, Table 11-23)

Table 4.19-2 YVWD Projected Water Supplies

Water Supply	Additional Detail on Water Supply	Projected Water Supply (AF)				
		2025 Available Volume	2030 Available Volume	2035 Available Volume	2040 Available Volume	2045 Available Volume
Groundwater (not desalinated)	Beaumont Adjudicated Basin	15,000	15,000	15,000	15,000	15,000
Groundwater (not desalinated)	San Timoteo Basin; 9-002.08	250	250	250	250	250
Groundwater (not desalinated)	Upper Santa Ana Valley; 8-002.06; Bunker Hill, San Bernardino Basin	750	750	750	750	750
Groundwater (not desalinated)	Yucaipa Basin; 8-002.07	29,000	34,000	39,000	44,000	49,000
Surface Water (not desalinated)	Oak Creek/Birch Creek/Well 25 (Groundwater under the influence of surface water)	250	250	250	250	250
Purchased or Imported Water	SGPWA	450	450	500	500	600
Purchased or Imported Water	SBVMWD to YVRWFF	6,750	7,500	9,000	9,750	10,500
Purchased or Imported Water	SBVMWD to Yucaipa Basin groundwater recharge	2,250	2,500	3,000	3,250	3,500
Recycled Water	WRWRF	4,480	4,700	4,950	5,200	5,450
Other		--	--	--	--	--
	Totals:	**59,180**	**65,400**	**72,700**	**78,950**	**85,300**

SGPWA = San Gorgonio Pass Water Agency, YVRWFF = Yucaipa Valley Regional Water Filtration Facility, WRWRF = Wochholz Regional Water Recycling Facility, SBVMWD = San Bernardino Valley Municipal Water District
Source: (USARW, 2021, Table 11-24)

Table 4.19-3 Regional Projected Retail Water Supplies (2025-2045)

SOURCE	2025	2030	2035	2040	2045
SURFACE WATER[1] (PRECIP)					
SBB Surface Water	24,615	24,615	24,615	24,615	24,615
Oak Creek Surface Water	250	250	250	250	250
SUBTOTAL	**24,865**	**24,865**	**24,865**	**24,865**	**24,865**
STORMWATER CAPTURE (PRECIP)[2]					
Enhanced Recharge	7,643	7,643	7,643	7,643	7,643
Active Recharge[1]	9,747	10,690	17,705	27,168	27,168
Riverside North Aquifer Storage and Recovery	6,000	6,000	6,000	6,000	6,000
SUBTOTAL	**23,390**	**24,333**	**31,348**	**40,811**	**40,811**
GROUNDWATER (PRECIP)					
SBB Groundwater[3]	207,485	207,485	207,485	207,485	207,485
Return Flows from Extractions above safe yield[4]	2,699	3,080	3,465	3,851	4,024
Rialto-Colton Groundwater[5]	15,567	15,567	15,567	15,567	15,567
Riverside North Groundwater[6]	30,100	30,100	30,100	30,100	30,100
Yucaipa Groundwater[7]	9,600	9,600	9,600	9,600	9,600
Other Supplies[8]	31,847	34,220	35,648	36,983	38,716
SUBTOTAL	**297,298**	**300,053**	**301,865**	**303,586**	**305,493**
RECYCLED WATER[9]					
Direct Use	11,548	19,863	20,708	21,353	21,998
Groundwater Recharge	16,430	16,968	19,770	22,549	23,096
SUBTOTAL	**27,978**	**36,831**	**40,478**	**43,902**	**45,094**
SWP WATER					
DIRECT DELIVERIES					
Direct Deliveries – SBVMWD[10]	20,608	21,709	22,202	22,788	23,484
Big Bear Municipal Water District/Big Bear Lake[11]	6,500	6,500	6,500	6,500	6,500
Return Flow Direct Deliveries – SBVMWD[12]	9,759	10,155	10,333	10,544	10,794
Direct Deliveries – Other[13]	17,000	18,000	18,000	18,000	18,000
SUBTOTAL DIRECT DELIVERIES	**53,867**	**56,365**	**57,035**	**57,832**	**58,779**
STORAGE					
SWP into Storage – SBVMWD[14]	32,400	31,299	30,806	36,164	35,468
SWP from Storage (Sites Reservoir)15	0	0	0	12,100	12,100
SUBTOTAL STORAGE	**32,400**	**31,299**	**30,806**	**48,264**	**47,568**
SUBTOTAL SWP WATER	**86,267**	**87,663**	**87,841**	**106,096**	**106,346**
SUMMARY					
TOTAL SUPPLIES	**459,798**	**473,745**	**486,396**	**519,261**	**522,609**

Note: Refer to the footnotes to Table 5-4 of the IRUWMP.
(USARW, 2021, Table 5-4)

2. *Recycled Water*

In addition to serving drinking water, YVWD also owns and operates the WRWRF. This facility treats wastewater collected from the YVWD service area and from Western Heights Mutual Water Company and South Mesa Mutual Water Company service areas with the exception of a few small pockets where residents depend on their septic systems. The WRWRF, which has a treatment capacity of 8 million gallons per day (mgd), is one of a relatively small number of sewer treatment facilities in the country to be equipped with microfiltration filters and ultraviolet light for disinfection. The treatment process used to transform sewer water to recycled water is very similar to some drinking water treatment plants. This provides high quality recycled water that is also extremely safe. (USARW, 2021, p. 11-28)

YVWD's existing recycled water system went into operation in 2002. The system currently includes 22 miles of pipeline, approximately 460 service connections, and 5 reservoirs capable of storing 12 million gallons (36.8 AF) of water. YVWD has an extensive recycled water program. Recycled water is currently used to provide about 16 percent of Yucaipa Valley Water District's overall water demands. A significant portion of YVWD's projected future water demands will be met with the use of recycled water for irrigation of golf courses, parks, landscape areas and front-/rear-yard irrigation of residential dwellings. Table 4.19-4, *YVWD Actual Recycled Water Use*, identifies YVWD's actual recycled water use in 2020. (USARW, 2021, p. 11-32)

Table 4.19-4 YVWD Actual Recycled Water Use

Beneficial Use Type	2020 Actual Use (AFY)
Agricultural irrigation	22
Landscape irrigation (exc. golf courses)	1,026
Golf course irrigation	300
Commercial use	14
Industrial use	--
Geothermal and other energy production	--
Seawater intrusion barrier	--
Recreational impoundment	--
Wetlands or wildlife habitat	--
Groundwater recharge	--
Reservoir water augmentation	--
Direct potable reuse	--
Other (Description Required)	12
Total:	**1,374**

Note: AFY = Acre-Feet per Year.
Source: (USARW, 2021, Table 11-20)

To serve the projected water demands, YVWD has implemented an extensive dual water distribution system. The dual water system includes a drinking water conveyance system to convey potable water to customers and a separate recycled water distribution system to convey recycled water to customers. YVWD has already initiated a significant recycled water program within its service area for landscape irrigation. Future homes in the YVWD service area will be constructed with drinking water for interior use and recycled water for exterior use. In August 2008, YVWD adopted a strategic plan for a sustainable future, including a requirement for new

homes to be constructed with dual-plumbed infrastructure. The dual plumbing of new homes is expected to result in an increase of 2,000 acre-feet of recycled water use. This requirement coupled with new landscape design requirements would improve the beneficial use of water. These improvements also will significantly reduce the gallon per capita per day (GPCD) for the community and provide the framework for a robust, sustainable and water conscientious community. Specifically, the YVWD UWMP indicates that the average water consumption from the baseline period of 2000 to 2009 was 286 GPCD and between 2005 and 2009 the average was 279 GPCD. With implementation of the water reduction strategies identified by the UWMP, the YVWD UWMP establishes a target of 229 GPCD for 2020. The strategies employed by YVWD to reduce water consumption within its district have been successful, as the average consumption in 2020 within the YVWD was 186 GPCD, which is well below the target of 229 GPCD. These water savings are accounted for by the YVWD UWMP in projecting long-term water demands, which in turn are used to demonstrate that there are sufficient water supplies within the YVWD during normal, single-dry year, and multiple-dry years conditions. (USARW, 2021, p. 11-32 and Tables 11-12 and 11-15)

Under existing conditions, there is an existing 24-inch diameter YVWD recycled water line that intersects Calimesa Boulevard on the west side of the Project site, going underneath I-10. YVWD is proposing future development of a 24-inch diameter recycled water line along the ROW for Calimesa Boulevard.

3. Projected Water Demands and Supply

YVWD has a diverse portfolio of water resources that can easily be adjusted as the available supplies of each change. Because the local supply of surface water and groundwater is limited in this semiarid region, water purveyors in the Yucaipa Valley have explored several alternatives related to the development of water resources in the area. The groundwater extractions by appropriators in the sphere of influence of the YVWD have decreased over the past five years. This is mainly attributed to the increased use of recycled water and imported water in the region. (USARW, 2021, p. 11-38)

During a shortage, it is anticipated that direct deliveries are the first priority for any SWP water coupled with immediate reductions in drinking water use. With the aggressive use of recycled water for new homes, the critical nature of the direct deliveries will become more evident in the future since YVWD will only be using imported water for drinking water at new homes and not for irrigation of front and rear yards. To further bolster the imported water supplies, YVWD will continue to recharge groundwater basins in wet years and can use groundwater sources to back up imported water deliveries during a single-dry and multiple-dry years. (USARW, 2021, p. 11-38)

The actual demand for potable water within the YVWD for year 2020 is summarized in Table 4.19-5, *YVWD 2020 Actual Demands for Potable Water*. As shown, in 2020, approximately 11,345 AF of water was consumed within the YVWD, representing approximately 83.5% of the available water supplies, based on the available water supplies previously shown in Table 4.19-1 (11,345 AFY ÷ 13,579 AFY x 100 = 83.5%). Projected demands for YVWD were developed by calculating actual 2020 water use and projecting planned development projects estimates to extrapolate annual projections to 2045. The projection of planned development projects used by the YVWD is based on the adopted General Plans within the jurisdictions within the YVWD service area as well as Water Supply Assessments (WSAs) issued by the YVWD for individual

development projects that meet the definition of a "Project" pursuant to Section 10912 of the California Water Code (CWC)[1]. Projected water demands within the YVWD are summarized in Table 4.19-6, *YVWD Projected Demands for Potable Water*. Comparing the data presented in Table 4.19-6 to the data previously presented in Table 4.19-2 shows that the YVWD would have a total surplus of water supplies of 74,954 AFY by 2045 (85,300 AFY – 10,346 AFY = 74,954 AFY). Based on the information provided in the YVWD UWMP, surplus potable water supplies are anticipated to result from groundwater as YVWD implements planned water management strategies to increase water reliability. Table 4.19-7, *Regional Projected Average Year Regional Water Demand 2025-2045 (AFY)*, summarizes the projected water supplies within the IRUWMP Region between 2025 and 2045, which includes water demands associated with the YVWD. Comparing the data in Table 4.19-7 with the data previously presented in Table 4.19-3 shows that the IRUWMP region would have a surplus of 149,235 Acre-Feet per Year (AFY) by 2045 (522,609 AFY - 373,374 AFY = 149,235 AFY). Additionally, Table 4.19-7 shows that the IRUWMP anticipates that the YVWD would require approximately 11,321 AFY by 2045. Comparing the data in Table 4.19-2 to the data presented in Table 4.19-7 shows that YVWD would have an excess allocation of regional water sources of approximately 73,979 AFY by 2045 (85,300 AFY – 11,321 AFY = 73,979 AFY).

B. Sewer Service and Treatment

YVWD provides sewer collection, conveyance, and treatment services. As previously discussed, YVWD owns and operates the WRWRF, which treats wastewater collected from the YVWD service area and from Western Heights Mutual Water Company and South Mesa Mutual Water Company service areas with the exception of a few small pockets where residents depend on their septic systems. The WRWRF has a treatment capacity of 8.0 mgd and treats an average of approximately 3.7 mgd, with an excess capacity of 4.3 mgd (USARW, 2021, 11-28; weftec, 2022).

Under existing conditions, there is an existing 8-inch diameter sewer line located along Calimesa Boulevard and an existing 8-inch diameter sewer line located in the northwestern segment of Beckwith Avenue. Additionally, there is an existing 6-inch sewer force main within the central portion of the Project site and travels along the ROW for Calimesa Boulevard.

C. Stormwater Drainage

Currently, the Project site generally drains towards the south as sheet flows, where existing culverts convey flows under Calimesa Boulevard and I-10. The Project site currently is impacted by offsite flow from the adjacent San Bernardino Mountains, located northeast of the Project site.

[1] Pursuant to Section 10912 of the CWC, a "Project" requiring a WSA includes: (1) A proposed residential development of more than 500 dwelling units; (2) A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space; (3) A proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space; (4) A proposed hotel or motel, or both, having more than 500 rooms; (5) A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area; (6) A mixed-use project that includes one or more of the projects specified above; and (7) A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500 dwelling unit project.

Table 4.19-5 YVWD 2020 Actual Demands for Potable Water

Use Type	2020 Actual		
	Additional Description	Level of Treatment When Delivered	Volume (AFY)
Sales/Transfers/Exchanges to other Suppliers	Western Heights	Drinking Water	460
Multi-Family	--	Drinking Water	1,141
Single Family	--	Drinking Water	8,483
Commercial		Drinking Water	285
Landscape		Drinking Water	291
Industrial		Drinking Water	36
Institutional/Governmental		Drinking Water	332
Other	Fire Service	Drinking Water	1
Other	Construction Water	Drinking Water	34
Losses	All non-revenue water	Drinking Water	281
		TOTAL:	**11,345**

Note: AFY = Acre-Feet per Year.
Source: (USARW, 2021, Table 11-7)

Table 4.19-6 YVWD Projected Demands for Potable Water

Use Type	Projected Water Use (AF)					
	Additional Description	2025	2030	2035	2040	2045
Single Family		8,018	7,537	7,085	6,660	6,260
Multi-Family		1,068	1,004	944	887	834
Commercial		264	248	233	219	206
Other	Construction Water	32	30	28	27	25
Industrial		34	32	30	28	26
Institutional/Governmental		297	279	262	246	232
Landscape		274	258	242	228	214
Sales/Transfers/Exchanges to other Suppliers	Western Heights	2,000	2,000	2,000	2,000	2,000
Losses	Non- Revenue Water	671	638	606	577	549
	Totals:	**12,658**	**12,026**	**11,430**	**10,872**	**10,346**

Source: (USARW, 2021, Table 11-8)

Table 4.19-7 Regional Projected Average Year Regional Water Demand 2025-2045 (AFY)

WATER AGENCY	2025	2030	2035	2040	2045
SB COUNTY AGENCIES IN THE WESTERN JUDGEMENT (NON-PLAINTIFFS)					
Colton[1]	9,759	10,283	10,806	11,097	11,388
EVWD[1]	19,702	20,371	21,040	21,661	22,283
Fontana WC[2]	45,161	46,962	48,664	50,320	52,268
Loma Linda[1]	5,628	5,798	5,968	6,130	6,292
Marygold[3]	1,500	1,500	1,500	1,500	1,500
Muscoy[3]	1,600	1,600	1,600	1,600	1,600
Redlands[1]	26,991	28,033	29,075	29,991	30,908
Rialto[1]	9,603	10,215	10,827	11,220	11,613
SBMWD[1]	42,248	43,458	44,667	45,639	46,611
Terrace WC[3]	363	363	363	363	363
WVWD[1]	23,459	25,035	26,611	28,188	29,764
Western Heights WC[4]	2,278	2,629	3,122	3,708	4,404
Yucaipa Valley Water District[1]	12,263	11,886	11,795	11,542	11,321
Bear Valley Mutual Water Company[3]	1,557	1,557	1,557	1,557	1,557
Other/Private[3]	22,276	22,276	22,276	22,276	22,276
SUBTOTAL	**224,386**	**231,964**	**239,871**	**246,791**	**254,146**
RIVERSIDE COUNTY AGENCIES IN THE WESTERN JUDGEMENT (PLAINTIFFS)					
Meeks and Daley WC[5]	5,083	5,083	5,083	5,083	5,083
RHWC[1]	4,545	4,738	4,932	5,031	5,131
RPU [2]	85,012	87,383	89,839	92,387	95,028
Regents of California[5]	554	554	554	554	554
SUBTOTAL	**95,194**	**97,758**	**100,408**	**103,055**	**105,796**
PARTICIPATING WATER AGENCIES OUTSIDE THE WESTERN JUDGEMENT					
SMWC[1]	2,380	2,499	2,624	2,755	2,893
BBCCSD[2]	1,185	1,206	1,227	1,249	1,271
BBLDWP[2]	2,408	2,493	2,582	2,673	2,768
Bear Valley Mutual Water Company (in lieu of Big Bear Lake releases)	6,500	6,500	6,500	6,500	6,500
SUBTOTAL	**12,473**	**12,698**	**12,933**	**13,177**	**13,432**
TOTAL	**332,053**	**342,420**	**353,212**	**363,023**	**373,374**

Source: (USARW, 2021, Table 4-1)

No storm drain infrastructure system is currently established within the Project site except for a limited number of storm drain culverts scattered along Beckwith Avenue and Calimesa Boulevard. The offsite flows combine with the existing onsite flows are conveyed south through the site via existing streambed areas before ultimately discharging into the existing southerly Caltrans culverts.

Refer to EIR Subsection 4.10, *Hydrology and Water Quality*, for additional information regarding the site's existing drainage conditions.

D. Solid Waste Collection and Disposal

Solid waste collection and disposal service is provided by CR&R Waste Management. Solid waste is collected within the City and later disposed of at the CR&R Waste Management material recovery, transfer, and disposal facility located in the City of Perris. Solid waste generated in the Project area ultimately is disposed of at either the El Sobrante Landfill, Lamb Canyon Landfill, or Badlands Landfill. Provided below is a description of each of these facilities.

- **El Sobrante Landfill.** The El Sobrante Landfill is located in the southeast area of the City of Corona at 10910 Dawson Canyon Road and accessed from Interstate-15 (I-15) at Temescal Canyon Road. The landfill is operated and owned by USA Waste Services of California, Inc. The existing landfill encompasses 1,322 acres, of which 486 acres are permitted for refuse disposal. The landfill is currently permitted to receive 16,054 tons per day (tpd), and data from July 2023 shows that the El Sobrante Landfill received an average of approximately 7,971 tpd (including an average of approximately 2,737 tpd for in-County waste) or 50.0% of its maximum daily tonnage. As of April 1, 2018 (the most recent data reported by CalRecycle), the landfill had a total remaining disposal capacity of 143,977,170 cubic yards. The El Sobrante Landfill is projected to reach capacity in 2051. (CalRecycle, 2023a; CalRecycle, 2023d)
- **Lamb Canyon Landfill.** The Lamb Canyon Landfill is located between the City of Beaumont and the City of San Jacinto at 16411 Lamb Canyon Road (State Route 79), south of I-10 and north of Highway 74. The landfill is owned and operated by Riverside County Department of Waste Resources (RCDWR). The landfill encompasses approximately 703.4 acres, of which approximately 144.6 acres are permitted for waste disposal. The landfill is currently permitted to receive 5,000 tpd and had an estimated total disposal capacity of approximately 39.7 million cubic yards. Data from July 2023 shows that the Lamb Canyon Landfill received an average of approximately 1,412 tpd (including approximately 1,401 tpd of in-County waste) or 28.2% of its maximum daily tonnage. As of January 8, 2015 (the most recent date for which data are available), the landfill had a total remaining capacity of approximately 19.2 million cubic yards. The current landfill remaining disposal capacity is estimated to last until approximately April 2032. (CalRecycle, 2023b; CalRecycle, 2023e)
- **Badlands Landfill.** The Badlands Landfill is located northeast of the City of Moreno Valley at 31125 Ironwood Avenue and accessed from State Highway 60 at Theodore Avenue. The landfill is owned and operated by RCDWR. The existing landfill encompasses 811 acres, of which 409 acres are permitted for refuse disposal. The landfill is currently permitted to receive 5,000 tpd. Data from July 2023 shows that the Badlands Landfill received an average of approximately 2,254 tpd (including

approximately 1,880 tpd of in-County waste) or 45.1% of its maximum daily tonnage. As of December 18, 2020, the landfill had a total remaining disposal capacity of approximately 7.8 million cubic yards. The Badlands Landfill is projected to reach capacity at the earliest in 2059. (CalRecycle, 2023c; CalRecycle, 2023f)

E. Dry Utilities

The Project site is within the service area for Southern California Edison (SCE) for electricity and SoCalGas for natural gas. Telephone, communication, and television services are offered by multiple carriers, including Dish, DirecTV, Frontier, and Spectrum. There are existing gas, telephone, communication, television, and overhead lines within the ROWs for Calimesa Boulevard and Beckwith Avenue.

4.19.2 Applicable Environmental Regulations

The following is a brief description of the federal, state, and local environmental laws and related regulations related to utilities and service systems.

A. Federal Regulations

1. Applicable Water Supply Regulations

- Clean Water Act

The Clean Water Act (CWA) establishes the basic structure for regulating discharges of pollutants into the waters of the United States and regulating quality standards for surface waters. The basis of the CWA was enacted in 1948 and was called the Federal Water Pollution Control Act, but the Act was substantially reorganized and expanded in 1972. "Clean Water Act" became the Act's common name with amendments in 1972. Under the CWA, the Environmental Protection Agency (EPA) has implemented pollution control programs such as setting wastewater standards for industry, and also has set water quality standards for all contaminants in surface waters. The CWA made it unlawful to discharge any pollutant from a point source into navigable waters, unless a permit was obtained. EPA's National Pollutant Discharge Elimination System (NPDES) permit program controls discharges. Point sources are discrete conveyances such as pipes or man-made ditches. Individual homes that are connected to a municipal system, use a septic system, or do not have a surface discharge do not need an NPDES permit; however, industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters. (EPA, 2022d)

- Safe Drinking Water Act

The Safe Drinking Water Act (SDWA) was established to protect the quality of drinking water in the U.S. This law focuses on all waters actually or potentially designed for drinking use, whether from above ground or underground sources. The Act authorizes EPA to establish minimum standards to protect tap water and requires all owners or operators of public water systems to comply with these primary (health-related) standards. The 1996 amendments to SDWA require that EPA consider a detailed risk and cost assessment, and best available peer-reviewed science, when developing these standards. State governments, which can be approved to implement these rules for EPA, also encourage attainment of secondary standards (nuisance-

related). Under the Act, EPA also establishes minimum standards for state programs to protect underground sources of drinking water from endangerment by underground injection of fluids. (EPA, 2022g)

B. State Regulations

1. Applicable Water Supply Regulations

❑ Water Conservation in Landscaping Act

The Water Conservation in Landscaping Act was established to ensure adequate water supplies are available for future uses. To promote the conservation and efficient use of water, the Act requires local agencies to adopt a water efficient landscape ordinance. When such an ordinance had not been adopted, a finding as to why (based on the climatic, geologic, or topographical conditions) such an ordinance is not necessary, must be adopted. In the absence of such an ordinance or findings, the policies and requirements contained in the "model" ordinance drafted by the State of California shall apply within the affected jurisdiction. (CA Legislative Info, n.d.)

❑ Water Recycling in Landscaping Act

In 2000, Senate Bill 2095 (Water Recycling in Landscaping Act) was approved by Governor Davis requiring any local public or private entity that produces recycled water and determines that within 10 years it will provide recycled water within the boundaries of a local agency, to notify the local agency of that fact. In turn, local agencies are required to adopt and enforce within 180 days a specified recycled water ordinance, unless the local agency adopted a recycled water ordinance or other regulation requiring the use of recycled water in its jurisdiction prior to January 1, 2001. (CA Legislative Info, n.d.)

❑ Urban Water Management Planning Act

The Urban Water Management Planning Act (UWMP Act) was proposed and adopted to ensure that water planning is conducted at the local level, as the State of California recognized that two water agencies in the same region could have very different impacts from a drought. The UWMP Act requires water agencies to develop Urban Water Management Plans (UWMPs) over a 20-year planning horizon, and further required UWMPs to be updated every five years. UWMPs are exempt from compliance with CEQA. (DWR, 2021, p. 1-2)

The UWMPs provide a framework for long term water planning and inform the public of a supplier's plans for long-term resource planning that ensures adequate water supplies for existing and future demands. This part of the California Water Code (CWC) requires urban water suppliers to report, describe, and evaluate: (DWR, 2021, p. 1-3)

- Water deliveries and uses;
- Water supply sources;
- Efficient water uses;
- Demand management measures; and
- Water shortage contingency planning.

The UWMP Act has been modified over the years in response to the State's water shortages, droughts, and other factors. A significant amendment was made in 2009, after the drought of 2007-2009 and as a result of the governor's call for a statewide 20 percent reduction in urban water use by the year 2020. This was the Water Conservation Act of 2009, also known as SB X7-7. This Act required agencies to establish water use targets for 2015 and 2020 that would result in statewide savings of 20 percent by 2020. Beginning in 2016, retail water suppliers are required to comply with the water conservation requirements in SB X7-7 in order to be eligible for State water grants or loans. Retail water agencies are required to set targets and track progress toward decreasing daily per capita urban water use in their service area, which will assist the State in meeting its 20 percent reduction goal by 2020. (DWR, 2021, p. 1-2)

❑ Government Code § 66473.7(b)(2) (Senate Bill 221)

Under Senate Bill (SB) 221, approval by a city or county of certain residential subdivisions requires an affirmative written verification of sufficient water supply. SB 221 is intended as a 'fail safe' mechanism to ensure that collaboration on finding the needed water supplies to serve a new large subdivision occurs before construction begins. SB 221 requires the legislative body of a city or county or the advisory agency, to the extent that it is authorized by local ordinance to approve, conditionally approve, or disapprove a tentative map, must include as a condition in any tentative map that includes a subdivision a requirement that a sufficient water supply shall be available. Proof of the availability of a sufficient water supply must be requested by the subdivision applicant or local agency, at the discretion of the local agency, and id based on written verification from the applicable public water system within 90 days of a request. SB 221 does not apply to any residential project proposed for a site that is within an urbanized area and has been previously developed for urban uses, or where the immediate contiguous properties surrounding the residential project site are, or previously have been, developed for urban uses, or housing projects that are exclusively for very low and low-income households. (DWR, 2003; CA Legislative Info, n.d.)

❑ California Senate Bill 610

The California Water Code (Water Code) §§ 10910 through 10915 were amended by the enactment of SB 610 in 2002. SB 610 requires an assessment of whether available water supplies are sufficient to serve the demand generated by a proposed project, as well as the reasonably foreseeable cumulative demand in the region over the next 20 years under average normal year, single dry year, and multiple dry year conditions. Under SB 610, water assessments must be furnished to local governments for inclusion in any environmental documentation for certain projects (as defined in Water Code 10912 [a]) subject to CEQA. (DWR, 2003; CA Legislative Info, n.d.) For the purposes of SB 610, "project" means any of the following:

(1) A proposed residential development of more than 500 dwelling units.

(2) A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space.

(3) A proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space.

(4) A proposed hotel or motel, or both, having more than 500 rooms.

(5) A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area.

(6) A mixed-use project that includes one or more of the projects specified in this subdivision.

(7) A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500-dwelling unit project. (DWR, 2003; CA Legislative Info, n.d.)

Because the Project proposes warehouse uses with a total of 982,232 square feet (s.f.) of building space, a water supply assessment was required and is included in *Technical Appendix R*.

❑ CA. Water Code § 10610 et seq. (Senate Bill 901)

Signed into law on October 16, 1995, Senate Bill (SB) 901 required every urban water supplier to identify as part of its urban water management plan, the existing and planned sources of water available to the supplier over a prescribed 5-year period. The code requires the water service purveyor to assess the projected water demand associated with a proposed project under environmental review. Later provisions of SB 901 required compliance in the event that the proposed Project involved the adoption of a specific plan, amendment to, or revision of the land use element of a general plan or specific plan that would result in a net increase in the state population density. Upon completion of the water assessment, cities and counties may agree or disagree with the conclusions of the water service purveyors, but cannot approve projects in the face of documented water shortfalls without first making certain findings. (CA Legislative Info, n.d.)

❑ Executive Order B-29-15

Executive Order (EO) B-29-15 ordered the State Water Resources Control Board (SWRCB) to impose restrictions to achieve a 25-percent reduction in potable urban water usage through February 28, 2016; directed the California Department of Water Resources (DWR) to lead a statewide initiative, in partnership with local agencies, to collectively replace 50 million square feet of lawns and ornamental turf with drought tolerant landscapes; and directed the California Energy Commission to implement a statewide appliance rebate program to provide monetary incentives for the replacement of inefficient household devices. (SWRCB, 2020)

❑ Executive Order B-37-16

Signed on May 9, 2016, EO B-37-16 established a new water use efficiency framework for California. The order bolstered the state's drought resilience and preparedness by establishing longer-term water conservation measures that include permanent monthly water use reporting, new urban water use targets, reducing system leaks and eliminating clearly wasteful practices, strengthening urban drought contingency plans, and improving agricultural water management and drought plans. (SWRCB, 2020)

❑ Executive Order B-40-17

Signed on April 7, 2017, EO B-40-17 ended the drought state of emergency in all California counties except Fresno, Kings, Tulare, and Tuolumne, where emergency drinking water projects will continue to help address diminished groundwater supplies. It maintains water reporting requirements and prohibitions on wasteful

practices. The order was built on actions taken in Executive Order B-37-16, which remains in effect. In a related action, state agencies, including the Department of Water Resources (DWR), released a plan to continue making water conservation a way of life. (SWRCB, 2020)

❑ Sustainable Groundwater Management Act (SGMA)

The Sustainable Groundwater Management Act (SGMA) established a new structure for managing California's groundwater resources at a local level by local agencies. SGMA required, by June 30, 2017, the formation of locally-controlled groundwater sustainability agencies (GSAs) in the State's high- and medium-priority groundwater basins and subbasins (basins). A GSA is responsible for developing and implementing a groundwater sustainability plan (GSP) to meet the sustainability goal of the basin to ensure that it is operated within its sustainable yield, without causing undesirable results. The GSP Emergency Regulations for evaluating GSPs, the implementation of GSPs, and coordination agreements were adopted by DWR and approved by the California Water Commission on May 18, 2016. (DWR, n.d.)

2. Applicable Solid Waste Regulations

❑ California Solid Waste Integrated Waste Management Act (AB 939, 1989)

The Integrated Waste Management Act (IWMA) established an integrated waste management hierarchy to guide the California Integrated Waste Management Board (CIWMB) and local agencies in implementation, in order of priority: (1) source reduction, (2) recycling and composting, and (3) environmentally safe transformation and land disposal (it should be noted that the CIWMB no longer exists, and its duties have been assumed by CalRecycle). As part of the IWMA, the CIWMB was given a purpose to mandate the reduction of disposed waste. (CalRecycle, n.d.) The IWMA also required:

- the establishment of a task force to coordinate the development of city Source Reduction and Recycling Elements (SRREs) and a countywide siting element. (CalRecycle, n.d.)
- each city, by July 1, 1991, to prepare, adopt and submit a SRRE to the county which includes the following components: waste characterization; source reduction; recycling; composting; solid waste facility capacity; education and public information; funding; special waste (asbestos, sewage sludge, etc.); and household hazardous waste. (CalRecycle, n.d.)
- each county, by January 1, 1991, to prepare a SRRE for its unincorporated area, with the same components described above, and a countywide siting element, specifying areas for transformation or disposal sites to provide capacity for solid waste generated in the jurisdiction which cannot be reduced or recycled for a 15-year period.
- each county to prepare, adopt, and submit to the Board an Integrated Waste Management Plan (IWMP), which includes all of the elements described above. (CalRecycle, n.d.)
- each city or county plan to include an implementation schedule which shows: diversion of 25 percent of all solid waste from landfill or transformation facilities by January 1, 1995 through source reduction, recycling, and composting activities; and, diversion of 50 percent of all solid waste by January 1, 2000 through source reduction, recycling, and composting activities. (CalRecycle, n.d.)

- the CIWMB to review the implementation of each SRRE at least once every two years. (CalRecycle, n.d.)
- The IWMA required the CIWMB, in conjunction with an inspection conducted by a Lead Enforcement Agency (LEA), to conduct at least one inspection per year of each solid waste facility in the state. (CalRecycle, n.d.)

Additionally, the IWMA established a comprehensive Statewide system of permitting, inspections, enforcement, and maintenance for solid waste facilities. (CalRecycle, n.d.)

❑ Waste Reuse and Recycling Act (AB 1327)

The Waste Reuse and Recycling Act (WRRA) required the CIWMB to approve a model ordinance for adoption by any local government for the transfer, receipt, storage, and loading of recyclable materials in development projects by March 1, 1993. The WRRA also required local agencies to adopt a local ordinance by September 1, 1993 or allow the model ordinance to take effect. The WRRA requires all development projects that are commercial, industrial, institutional, or marina in nature and where solid waste is collected and loaded, to provide an adequate area for collecting and loading recyclable materials over the lifetime of the project. The area is required to be provided before building permits are issued. (CalRecycle, n.d.)

❑ Mandatory Commercial Recycling Program (AB 341)

Assembly Bill (AB) 341 (Chapter 476, Statutes of 2011 [Chesbro, AB 341]) directed CalRecycle to develop and adopt regulations for mandatory commercial recycling. CalRecycle initiated formal rulemaking with a 45-day comment period beginning Oct. 28, 2011. The final regulation was approved by the Office of Administrative Law on May 7, 2012. AB-341 was designed to help meet California's recycling goal of 75% by the year 2020. AB 341 requires all commercial businesses and public entities that generate 4 cubic yards or more of waste per week to have a recycling program in place. In addition, multi-family apartments with five or more units are also required to form a recycling program. (CalRecycle, n.d.)

❑ 2019 California Green Building Standards Code (CAL Green; Part 11 of Title 24, California Code of Regulations)

The most recent edition of CalGreen became effective January 1, 2020, and is applicable to the planning, design, operation, construction, use, and occupancy of every newly constructed building or structure throughout the State of California (including residential structures and elementary schools). CalGreen Section 5.408.3 requires that 100 percent of trees, stumps, rocks, and associated vegetation and soils resulting from land clearing shall be reused or recycled. For a phased project, such material may be stockpiled on-site until the storage site is developed. (CBSC, 2022)

3. *Applicable Energy Conservation Regulations*

❑ California Energy Efficiency Standards for Residential and Nonresidential Buildings (24 CA. Code Regs. 6)

The Building Energy Efficiency Standards were first adopted in 1976 and have been updated periodically since then as directed by statute. In 1975 the Department of Housing and Community Development adopted

rudimentary energy conservation standards under their State Housing Law authority that were a precursor to the first generation of the Standards. However, the Warren-Alquist Act was passed one year earlier with explicit direction to the Energy Commission (formally titled the State Energy Resources Conservation and Development Commission) to adopt and implement the Standards. The Energy Commission's statute created separate authority and specific direction regarding what the Standards are to address, what criteria are to be met in developing the Standards, and what implementation tools, aids, and technical assistance are to be provided. (CEC, 2018)

The Standards contain energy and water efficiency requirements (and indoor air quality requirements) for newly constructed buildings, additions to existing buildings, and alterations to existing buildings. Public Resources Code Sections 25402 subdivisions (a)-(b) and 25402.1 emphasize the importance of building design and construction flexibility by requiring the Energy Commission to establish performance standards, in the form of an "energy budget" in terms of the energy consumption per square foot of floor space. For this reason, the Standards include both a prescriptive option, allowing builders to comply by using methods known to be efficient, and a performance option, allowing builders complete freedom in their designs provided the building achieves the same overall efficiency as an equivalent building using the prescriptive option. Reference Appendices are adopted along with the Standards that contain data and other information that helps builders comply with the Standards. (CEC, 2018)

The 2019 update to the Building Energy Efficiency Standards focuses on several key areas to improve the energy efficiency of newly constructed buildings and additions and alterations to existing buildings. The most significant efficiency improvements to the residential Standards include the introduction of photovoltaic into the prescriptive package, improvements for attics, walls, water heating, and lighting. The most significant efficiency improvements to the nonresidential Standards include alignment with the ASHRAE 90.1 2017 national standards. The 2019 Standards also include changes made throughout all of its sections to improve the clarity, consistency, and readability of the regulatory language. (CEC, 2018)

Public Resources Code Section 25402.1 also requires the Energy Commission to support the performance standards with compliance tools for builders and building designers. The Alternative Calculation Method (ACM) Approval Manual adopted by regulation as an appendix of the Standards establishes requirements for input, output, and calculational uniformity in the computer programs used to demonstrate compliance with the Standards. From this, the Energy Commission develops and makes publicly available free, public domain building modeling software in order to enable compliance based on modeling of building efficiency and performance. The ACM Approval Manual also includes provisions for private firms seeking to develop compliance software for approval by the Energy Commission, which further encourages flexibility and innovation. (CEC, 2018)

❑ California Solar Rights and Solar Shade Control Acts

The Solar Rights Act sets parameters for establishing solar easements, prohibits ordinances and private covenants which restrict solar systems, and requires communities to consider passive solar and natural heating and cooling opportunities in new construction. This Act is applicable to all California cities and counties. California's solar access laws appear in the state's Civil, Government, Health and Safety, and Public Resources

Codes. California Pub Res Code § 25980 sets forth the Solar Shade Control Act, which encourages the use of trees and other natural shading except in cases where the shading may interfere with the use of active and passive solar systems. (EPIC, 2014; EPIC, 2010)

❑ Alternative Fuels Plan

On September 24, 2009, the California Air Resources Board (CARB) adopted amendments to the "Pavley" regulations that reduce greenhouse gas (GHG) emissions in new passenger vehicles from 2009 through 2016. These amendments are part of California's commitment toward a nation-wide program to reduce new passenger vehicle GHGs from 2012 through 2016. CARB's September amendments will cement California's enforcement of the Pavley rule starting in 2009 while providing vehicle manufacturers with new compliance flexibility. The amendments will also prepare California to harmonize its rules with the federal rules for passenger vehicles. (CARB, n.d.)

The U.S. EPA granted California the authority to implement GHG emission reduction standards for new passenger cars, pickup trucks, and sport utility vehicles On June 30, 2009. The first California request to implement GHG standards for passenger vehicles, known as a waiver request, was made in December 2005, and was denied by the U.S. EPA in March 2008. That decision was based on a finding that California's request to reduce GHG emissions from passenger vehicles did not meet the Clean Air Act requirement of showing that the waiver was needed to meet "compelling and extraordinary conditions." (CARB, n.d.)

The ARB's Board originally approved regulations to reduce GHGs from passenger vehicles in September 2004, with the regulations to take effect in 2009. These regulations were authorized by the 2002 legislation Assembly Bill 1493 (Pavley). (CARB, n.d.)

The regulations had been threatened by automaker lawsuits and were stalled by the U.S. EPA's delay in reviewing and then initially denying California's waiver request. The parties involved entered a May 19, 2009 agreement to resolve these issues. With the granting of the waiver on June 30, 2009, it is expected that the Pavley regulations will reduce GHG emissions from California passenger vehicles by about 22 percent in 2012 and about 30 percent in 2016, all while improving fuel efficiency and reducing motorists' costs. (CARB, n.d.)

The CARB has adopted a new approach to passenger vehicles – cars and light trucks – by combining the control of smog-causing pollutants and greenhouse gas emissions into a single coordinated package of standards. The new approach also includes efforts to support and accelerate the numbers of plug-in hybrids and zero-emission vehicles in California. (CARB, n.d.)

C. Regional Regulations

1. 2020 Upper Santa Ana River Watershed Integrated Regional Urban Water Management Plan

The 2020 Upper Santa Ana River Watershed (USARW) Integrated Regional Urban Water Management Plan (IRUWMP), which was adopted in June 2021, is a regional effort involving many municipalities and agencies that provides a comprehensive guide for water resource management for the Upper Santa Ana River

Watershed. Chapter 11, *Yucaipa Valley Water District 2020 UWMP*, of Part 2, *Local Agency UWMPs*, of the IRUWMP includes the City of Calimesa's UWMP, which provides a framework for long-term water planning and informs the public of the YVWD's long-term resource planning to ensure adequate water supplies for existing and future demands. As concluded by Part 2, Chapter 11 of the IRUWMP, YVWD anticipates that it will be able to meet projected demand for water within its service boundaries until at least the year 2045 in all types of climate situations, including normal, dry, and multiple consecutive dry weather years. (USARW, 2021, pp. 11-43 - 11-48)

A Water Shortage Contingency Plan (WSCP) was adopted June 22, 2021, which YVWD is to implement in cases of future water deficiencies caused by limitations on supply or the YVWD's delivery system. At the time of long- or short-term drought conditions, or other emergencies, YVWD would inform their customers of the need to conserve water and impose penalties for non-compliance with mandatory water use reductions. Compliance with mandatory water use reductions would ensure that YVWD has the ability to meet present and projected demand within its service area during dry years. (YVWD, 2021)

D. Local Regulations

1. City of Calimesa Municipal Code

The City of Calimesa Municipal Code Chapter 8.30 comprises the City's regulations for waste management, refuse collection, and disposal services. Refuse collection service is mandatory in the City and applies to every person who owns and every person who occupies any developed real property within in the City, whether at a residential, commercial, or industrial location, or otherwise. (City of Calimesa, 2022)

City of Calimesa Municipal Code Chapter 8.31 comprises the City's regulations for mandatory organic waste disposal reduction. Section 8.31.090 of Chapter 8.31 requires that persons applying for a permit from the City for new construction and building additions and alteration shall comply with all components of the California Green Building Standards code (CALGreen).

The City of Calimesa Municipal Code Chapter 15.60 comprises the City's regulations for recycling and diversion of construction and demolition waste. The purpose of this chapter is to reduce landfill waste by requiring an applicant for every covered project to divert construction and demolition debris resulting from that project in compliance with state and local statutory goals and policies and to create a mechanism to secure compliance with the stated diversion requirements. (City of Calimesa, 2022)

The City of Calimesa Municipal Code Chapter 18.75 comprises the City's regulations for water conservation for landscaping. This chapter implements the requirements to meet the state of California Water Conservation in Landscaping Act 2006 and the California Code of Regulations Title 23, Division 2, Chapter 2.7.

4.19.3 Basis for Determining Significance

According to Section XIX of Appendix G to the CEQA Guidelines, the proposed Project would result in a significant impact to utilities and service systems if the Project or any Project-related component would:

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

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

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;*

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

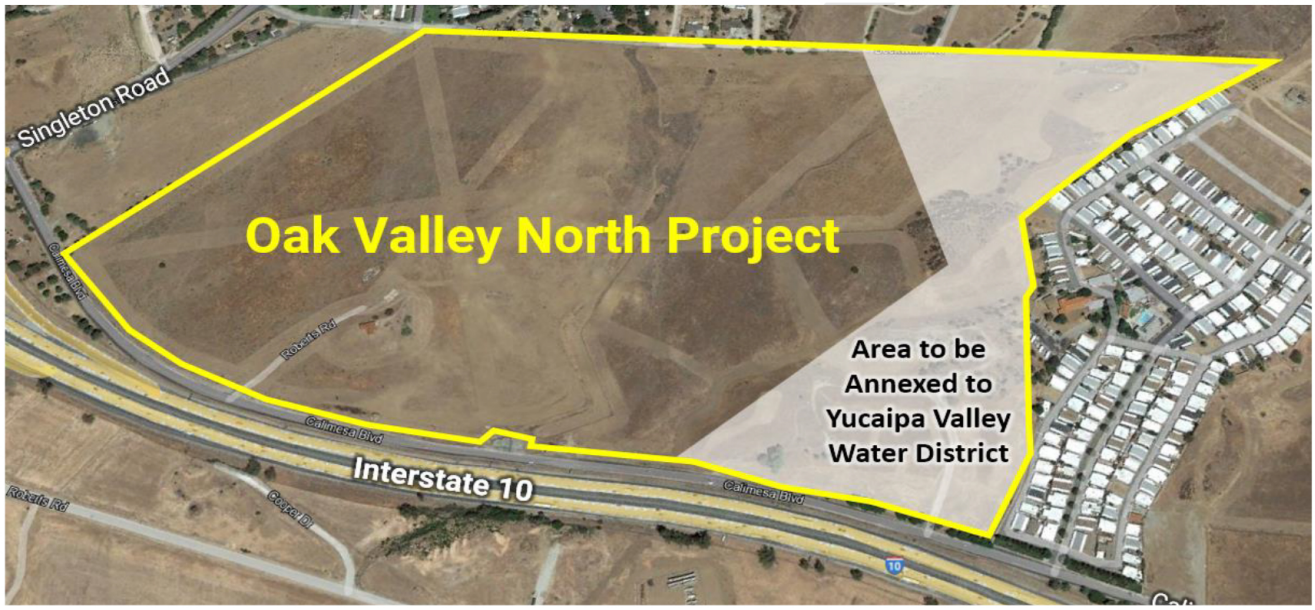
e. *Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.*

4.19.4 IMPACT ANALYSIS

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

A. *Domestic Water and Recycled Water Facilities*

The development of the OVNSP would require the construction of new water distribution lines within the Project site's development footprint, all of which would connect to the existing 24-inch water line within Calimesa Boulevard. The final design and sizing of on-site facilities would accommodate the anticipated water demand (landscaping and potable) based on the proposed land use. While all water services generally are located adjacent to the Project site, the Project would be required to provide space to allow YVWD to relocate the existing lift station at Calimesa Boulevard onto the Project site. Construction activities associated with the Project's on-site water lines, water line connections to the 24-inch water line in Calimesa Boulevard, and the proposed relocation of the existing lift station would occur within the Project's construction impact area and/or within the Calimesa Boulevard right-of-way (ROW). The installation of the proposed infrastructure improvements for water service would result in physical environmental impacts within the proposed utility alignments; however, these impacts have been included in the analyses of construction-related effects presented throughout this EIR, (e.g., air quality impacts, impacts to biological and cultural resources, water quality impacts, noise and vibration impacts, etc.). Any applicable Project-specific mitigation measures for construction identified for each topical issue would address potential significant impacts associated with construction and installation of facilities for water supply. Additionally, as part of the Project, the southeastern portion of the Project site, as shown in Figure 4.19-1, *Proposed Project Area to be Annexed to YVWD*, would be annexed into the YVWD service area and the San Bernardino County Local Agency Formation Commission



Source(s): Yucaipa Valley Water District (08-15-2023)

Figure 4.19-1

Not to Scale

Proposed Project Area to be Annexed to YVWD

(LAFCO) would be the Responsible Agency for this action. As the proposed annexation of portions of the Project site into the YVWD service area represents an administrative adjustment to the boundaries of the YVWD, there would be not environmental impacts associated with the annexation of portions of the Project site into the YVWD boundaries that have not already been identified and, where necessary, mitigated to the maximum feasible extent. (YVWD, 2023, p. 14).

Additionally, the Project would entail the construction of an on-site recycled water system supplied by YVWD. As noted in the Project's WSA (*Technical Appendix R*), sufficient supplies of recycled water exist from the WRWRF for irrigation purposes throughout the OVNSP site. (YVWD, 2023, p. 23) The Project would connect to an existing 24-inch diameter YVWD recycled water line intersects Calimesa Boulevard on the west side of the OVNSP area, going underneath I-10. The YVWD has plans to install a 24-inch diameter recycled water line along the Calimesa Boulevard ROW and the future use of recycled water within the OVNSP area is dependent upon service availability. As with the Project's domestic water improvements discussed above, there would be no impacts to the environment that have not already been identified and, where necessary, mitigated to the maximum feasible extent.

As discussed above, there are no environmental impacts that would occur specifically related to the Project's proposed water and recycled water improvements that have not already been addressed in relevant sections of this EIR (e.g., air quality, biological resources, GHG, noise, etc.). As such, with implementation of the mitigation measures and regulatory requirements specified in this EIR, Project impacts due to the Project's proposed water and recycled water improvements would be less than significant.

B. Wastewater Facilities

Under existing conditions, there is an existing 8-inch diameter sewer line located along the Calimesa Boulevard ROW and an existing 8-inch diameter sewer line is located in the northwestern segment of the Beckwith Avenue ROW, between the Project site and Singleton Road. In addition to these existing sewer lines, there is an existing 6-inch sewer force main that is located in the southern central portion of the OVNSP area and parallels the Calimesa Boulevard ROW. Proposed improvements include installing an 8-inch diameter sanitary sewer line along the central portion of Planning Area 1, which would provide sewer service for Planning Area 1. Planning Area 2 also would be served by the existing 8-inch sewer line located within Calimesa Boulevard. In addition, an existing off-site sewer lift station would need to be relocated to a parcel along Calimesa Boulevard to service development in the OVNSP area. Impacts associated with the Project's proposed sewer improvements are inherent to the Project's construction phase, and impacts have been evaluated throughout this EIR under the appropriate subject headings (e.g., air quality, biological resources, etc.). Where significant direct or cumulative impacts are identified, mitigation measures have been imposed to reduce the Project's impacts to the maximum feasible extent. For example, EIR Subsection 4.3, *Air Quality*, accounts for construction-related emissions and odors, including emissions associated with the construction of on-site wastewater facilities, and shows that impacts would be less than significant. EIR Subsections 4.4, *Biological Resources*, 4.5, *Cultural Resources*, and 4.18, *Tribal Cultural Resources*, evaluate potential physical impacts associated with construction activities, including the construction of sewer facilities on site and adjacent to the site, and identifies appropriate mitigation measures to reduce impacts to less-than-significant levels (refer specifically to Mitigation Measures 4.4-1 through 4.4-9, MM 4.5-1, and MM 4.5-2). EIR Subsection 4.13,

Noise, evaluates potential construction-related noise impacts, and demonstrates that the Project's construction-related noise impacts, including noise associated with the Project's proposed sewer improvements, would be less than significant. There are no environmental impacts that would occur specifically related to the Project's proposed sewer improvements that have not already been addressed by this EIR. As such, with the mitigation measures specified in this EIR, Project impacts due to sewer improvements would be less than significant.

C. *Stormwater Drainage Facilities*

As part of the Project's construction, the existing drainage pattern on the site would be altered and managed by an on-site stormwater drainage system. Storm water improvements proposed as part of the OVNSP include the installation of 12-inch to 72-inch storm drain lines within the central portion of Planning Area 1, underground modular wetland system (MWS) vaults and underground detention systems, as well as general collection and conveyance infrastructure that includes use of various gutters and pipes. Off-site flows would be collected along Beckwith Avenue, ultimately flowing to Calimesa Boulevard and connecting with the existing storm drain conveyance system with flows being conveyed southwest across I-10 and would discharge into existing and planned drainage facilities.

Impacts associated with the construction of Project-related drainage facilities are inherent to the Project's construction phase, and impacts have been evaluated throughout this EIR under the appropriate subject headings (e.g., air quality, biological resources, etc.). Where significant direct or cumulative impacts are identified, mitigation measures have been imposed to reduce the Project's impacts to the maximum feasible extent. There are no environmental impacts that would occur specifically related to the Project's proposed drainage improvements. As such, with the mitigation measures specified in this EIR, Project impacts due to the Project's proposed drainage improvements would be less than significant.

D. *Dry Utilities (Electrical Power, Natural Gas, and Telecommunications)*

Electricity, natural gas, and telecommunications facilities are available within roadways abutting the Project site. Connections to these facilities would be made along the Project's frontages with abutting roadways. Existing overhead lines are located within the Calimesa Boulevard and Beckwith Avenue rights-of-way and would be undergrounded concurrent with the Project's construction. Impacts associated with the construction of Project-related utilities are inherent to the Project's construction phase, and impacts have been evaluated throughout this EIR under the appropriate subject headings (e.g., air quality, biological resources, etc.). Where significant direct or cumulative impacts are identified, mitigation measures have been imposed to reduce the Project's impacts to the maximum feasible extent. There are no environmental impacts that would occur specifically related to the Project's proposed utility improvements. As such, with the mitigation measures specified in this EIR, Project impacts due to utility improvements would be less than significant.

E. *Conclusion*

Based on the foregoing analysis, the proposed Project would not result in significant impacts associated with the relocation or construction of new or expanded water, wastewater treatment, storm water drainage, electric power, natural gas, or telecommunications facilities, beyond the significant impacts identified throughout this EIR in relation to the Project's construction phase, all of which have been mitigated to the maximum feasible

extent. Additionally, the WRWRF has adequate treatment capacity to accommodate the Project's anticipated worst-case sewer flows. Accordingly, and based on the foregoing analysis, Project impacts due to utility construction and connections to existing utilities would be less than significant.

Threshold b: Would the Project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

The YVWD is responsible for supplying the Project area with its potable and non-potable water needs. Water demand associated with the Project would consist of interior plumbing devices (i.e., sinks, toilets, faucets), outdoor landscape irrigation, and various industrial process systems.

As previously indicated, a Project-specific WSA was prepared by YVWD, and is included as EIR *Technical Appendix R*. The YVWD has analyzed the proposed Project based on bundled water, sewer, and recycled water service to the development. The YVWD's water facilities are designed to serve single family, multi-family, commercial, and industrial properties. To evaluate the demands of the proposed Project, the proposed Project's water demand was converted to an equivalent of a single-family residence, referred to as one Equivalent Dwelling Unit (EDU). Every service connection and demand are evaluated on EDUs based on meter size and historical consumption data of similar projects. In some cases, commercial and industrial demands require a water demand calculation based on the number of on-site fixture units. (YVWD, 2023, p. 15)

Water demand criteria for new development was updated by the Board of Directors and included as the basis for the most recently adopted Water Master Plan. Resolution No. 32-2002 set demand requirements for facility design as follows: (YVWD, 2023, p. 15)

- Average Day Demand (gallons) = (Number of EDU's) x (700 gallons per day per EDU)
- Maximum Day Demand = 200% of Average Day Demand
- Peak Hour Demand = 400% of Average Day Demand

The Project's water demand rates are identified in Table 4.19-8, *Project Water Demand Rates*, below. As shown, the Project's land uses are the equivalent to 263 EDUs, resulting in a demand for approximately 206 AFY or approximately 184,100 gpd (YVWD, 2023, p. 16).

As previously discussed, most of the Project site is within the service area of the YVWD and a portion of the Project site is proposed to be annexed into the service area for the YVWD. YVWD is the operator of the public water system that would provide potable water service to the proposed Project. In June of 2021, the YVWD Board of Directors adopted the 2020 UWMP. This plan provided information on YVWD's projected supplies and demands in five-year increments through the year 2045 and reported YVWD's progress on water use efficiency targets as defined in the Water Conservation Act of 2009. Additionally, due to the total building space (over 650,000 s.f.) proposed as part of the Project, the Project's water demand is required to be evaluated in a Project-specific WSA, in accordance with Section 10912 of the California Water Code. YVWD prepared

Table 4.19-8 Project Water Demand Rates

Description	Drinking Water Equivalent Dwelling Unit (EDU) Count
Building No. 1 (236,892 square feet)	10
Building No. 2 (249,840 square feet)	10
Building No. 3 (249,000square feet)	10
Building No. 4 (246,500 square feet)	10
Planning Area 2	223
Total EDUs	**263**

(YVWD, 2023, p. 16)

a WSA for the proposed Project, which evaluated consistency with YVWD's 2020 UWMP, the results of which are summarized below.

A. YVWD 2020 UWMP

1. Population Projection

YVWD has experienced significant growth in the last 20 years. Within the last 5 years, the growth within the cities of Yucaipa and Calimesa has slowly increased due to overall economic conditions across the United States. The service area population for the 2020 UWMP was estimated using the number of water connections multiplied by number of people per household. (USARW, 2021, p.11-9) The estimated service area population estimates for 2020 through 2045 are shown in Table 4.19-9, *YVWD Service Area Projected Population – 2020-2045*.

Table 4.19-9 YVWD Service Area Projected Population – 2020-2045

Population Served	2020	2025	2030	2035	2040	2045
	51,558	53,779	56,429	59,079	61,729	64,379

(USARW, 2021, Table 11-6)

2. Overview of Supplies

As previously discussed, YVWD relies on three primary water resources to meet annual drinking water demands, which include groundwater resources, imported water resources (from two SWP contractors [San Bernardino Valley Municipal Water District and San Gorgonio Pass Water Agency]), and local surface water resources. In 2020, groundwater provided 62.7% of the local water supply, imported water provided 35.8% of the local water supply, and surface water provided 1.5% of the local water supply. Additionally, YVWD produces recycled water at the WRWRF, and microfiltration backwash is produced at YVWRFF. The combined volumes from these two water sources produced enough recycled water to meet 16.5% of YVWD's total demand in 2020, decreasing the potable water use by 2,234.48 AF. (USARW, 2021, p.11-23) A breakdown of YVWD's supplies for 2020 previously was provided in Table 4.19-1.

As future development increases water demand within YVWD's service area, the YVWD anticipates that most of the new development will be met through additional groundwater supply. Groundwater supply sources would be supplemented by imported water supply sources and use of recycled water, both of which would be

used for groundwater recharge (USARW, 2021, p. 11-38). YVWD also plans to continue its efforts to enhance water use efficiency within its service area. Table 4.19-2 shows YVWD's projected water supplies for the years 2025 through 2045.

3. YVWD Water Demands

YVWD's primary retail customers for potable and recycled water are divided into sales/transfers/exchanges to other suppliers, multi-family, single-family, commercial, landscape, industrial, institutional/governmental, other, and losses. The residential sector (multi-family and single-family) is YVWD's largest customer; however, each sector plays a role in the growth and development of YVWD's service area. The demand for potable water in 2020 previously was shown in Table 4.19-5, which indicates that a total of 11,345 AF of water was consumed in 2020 within the YVWD's service area. (USARW, 2021, pp. 11-10 to 11-11)

YVWD calculates water use projects by calculating actual 2020 water use and projecting the water demand from planned development projects in order to extrapolate anticipated demand through 2045. The YVWD's projected demand for potable water previously was shown in Table 4.19-6. As shown, YVWD estimates that approximately 10,436 AF of water will be consumed in 2045 (a 999 AF decrease compared to actual demand for potable water in 2020, as previously shown in Table 4.19-5).

4. Supply and Demand Comparisons

YVWD's 2020 UWMP includes estimates of YVWD's demand during normal, single dry year, and multiple dry years. Table 4.19-10 through Table 4.19-12, *Water Supply and Demand Comparison*, provides a summary of YVWD's supply and demand comparisons for normal year, single dry year, and multiple dry years, respectively. As shown, the YVWD is anticipated to have a surplus of water supplies through 2045, including a 2045 surplus of 70,554 AFY during normal years, a surplus of 74,954 AFY during single dry-year conditions, and a surplus ranging from 74,954 AFY to 50,991 AFY during multiple dry-year conditions.

During a shortage, it is anticipated that direct deliveries are the priority for any SWP water coupled with immediate reductions in drinking water use. YVWD plans to increase the use of recycled water (from 10% to 33%) to decrease reliance on imported water and local supplies. (USARW, 2021, p. 11-38, p.11-46) As shown in Table 4.19-10 through Table 4.19-12, YVWD has the ability to meet all of its service area demands through 2045, even under repeat historic drought scenarios. While the YVWD only had actual water supplies of 13,579 AFY in 2020, the YVWD projects that the future water demands within its district would be much higher through 2045 due to anticipated growth within the YVWD service area, as shown in the demand totals presented in Table 4.19-10 through Table 4.19-12 for years 2025 through 2045. As discussed above, while YVWD currently expects to increase its groundwater usage by 20,000 AF by 2045 in order to meet projected increases in demand, the YVWD anticipates reducing its reliance on groundwater supply through the use of existing and planned stormwater and recycled water systems, as embodied in its public planning documents. Specifically, IRUWMP Objective 1b establishes a target to increase stormwater capture and recycled water use by 20,000 AFY (USARW, 2021, p. 6-19). The Project's incremental increase in water demand, as further discussed below, is not anticipated to result in any new or increased impacts to the environment beyond what already occurs in association with YVWD facilities under existing conditions. Accordingly, impacts due to the Project's increase in demand for water would result in less-than-significant impacts to water supply.

Table 4.19-10 Normal Year Supply and Demand Comparison

	2025	2030	2035	2040	2045 *(Opt)*
Supply totals	59,180	65,400	72,700	78,950	85,300
Demand totals	16,288	15,826	15,430	15,072	14,746
Difference	42,892	49,574	57,270	63,879	70,554

Source: (USARW, 2021, Table 11-28)

Table 4.19-11 Single Dry Year Supply and Demand Comparison

	2025	2030	2035	2040	2045 (Opt)
Supply totals	59,180	65,400	72,700	78,900	85,300
Demand totals	12,658	12026	11,430	10,872	10,346
Difference	46,522	53,374	61,270	68,028	74,954

Source: (USARW, 2021, Table 11-28)

Table 4.19-12 Multiple Dry Year Supply and Demand Comparison

		2025	2030	2035	2040	2045 (Opt)
First year	Supply totals	59,180	65,400	72,700	78,950	85,300
	Demand totals	12,658	12,026	11,430	10,872	10,346
	Difference	46,522	53,374	61,270	68,078	74,954
Second year	Supply totals	55,261	61,000	67,000	68,000	69,000
	Demand totals	11,696	11,256	10,744	10,470	9,994
	Difference	43,565	49,744	56,256	57,530	59,006
Third year	Supply totals	55,888	58,000	64,000	65,000	66,000
	Demand totals	10,807	10,536	10,100	10,082	9,654
	Difference	45,081	47,464	53,900	54,918	56,346
Fourth year	Supply totals	56,861	55,000	61,000	62,000	63,000
	Demand totals	9,986	9,862	9,494	9,709	9,326
	Difference	46,875	45,138	51,506	52,291	53,674
Fifth year	Supply totals	55,104	52,000	58,000	59,000	60,000
	Demand totals	9,227	9,230	8,924	9,350	9,009
	Difference	45,877	42,770	49,076	49,650	50,991
Units of Measurement - AF						

Source: (USARW, 2021, Table 11-29)

Further, YVWD maintains a WSCP, which is a strategic plan YVWD uses to prepare for and respond to foreseeable and unforeseeable water shortages (YVWD, 2021, p. 1). YVWD adopted its current WSCP on June 22, 2021, which also supplements YVWD's 2020 UWMP. YVWD's WSCP details demand management measures to increase water conservation. Attachment 1 of YVWD's WSCP provides a table of water shortage response actions as they relate to water shortage levels. Additional information about contingency planning is included in Section 11.8 of YVWD's 2020 UWMP.

B. Project Water Supply Assessment

According to the Project's WSA (*Technical Appendix R*), the proposed Project is calculated to generate a water demand of 263 EDUs, or approximately 206 AFY (or 184,100 gpd) (YVWD, 2023, p. 16). The water demands for the proposed Project were included in the YVWD's 2020 UWMP as a potential future development. The WSA extrapolated the specific water demands for the Project as a commercial/industrial and residential development and analyzed the overall availability of water supplies to meet the water demands in normal, single dry, and multiple dry years. (YVWD, 2023, p. 4) It should be noted that while OVNSP Planning Area 2 may be developed with a church use in lieu of residential uses, the water demand associated with the church use is anticipated to be much less than the water demand that would be associated with residential development within Planning Area 2. The Project's WSA demonstrates that YVWD has a diverse water resources portfolio as a strategy to maintain a reliable water supply for existing and future customers. Additionally, as with all new developments, the YVWD will require capital-funding contributions through facility capacity charges to offset the demand for drinking water, recycled water, and sewer infrastructure. The Project's WSA demonstrates that YVWD has sufficient water supplies to serve the proposed Project and reasonably foreseeable future development during normal, dry and multiple dry years. Specifically, and as previously discussed, in 2020 the YVWD delivered approximately 11,345 AF of potable water (as shown in Table 4.19-5) while the YVWD's total available water supplies comprised approximately 13,579 AFY (as previously shown in Table 4.19-1), resulting in an excess available water supply of approximately 2,234 AFY (13,579 AFY – 11,345 AFY = 2,234 AFY). The Project's annual demand for approximately 206 AFY represents only 9.2% of the excess water supply reported for 2020 (206 AFY ÷ 2,234 AFY x 100 = 9.2%). As such, the Project's WSA provides substantial evidence that there would be sufficient water supplies available to serve the Project from existing entitlements and resources. (YVWD, 2023, pp. 16, 40) Additionally, it should be noted that the proposed Project would be required to use recycled water for irrigation purposes, and the Project's WSA demonstrates that there is a sufficient quality of recycled water available. Furthermore, because the Project's water demands already are accounted for by the YVWD UWMP, and because the YVWD UWMP accounts for the YVWD's portion of the Safe Yield allocations from the Yucaipa Groundwater Basin, San Timoteo Groundwater Basin, Beaumont Adjudicated Basin, and San Bernardino Basin, it also can be concluded that the Project's incremental increase in demand for potable water from the YVWD would not cause or contribute to any overdraft conditions at these groundwater basins. Accordingly, and based on the findings of the Project-specific WSA, the Project would not result in a determination that there are insufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years; therefore, impacts would be less than significant. (YVWD, 2023, p. 16)

C. *Physical Impacts Associated with Increased Water Supply*

As previously shown in Table 4.19-2, YVWD's projected supplies from 2025 to 2045 would result in an increase in the amount of groundwater extraction by approximately 20,000 AF, an increase in purchased or imported water by approximately 5,150 AF total (when combining available volumes from SGPWA, water transfers from SBVMWD to YVRWFF, and water transfers from SBVMWD to the Yucaipa Basin groundwater recharge), and an increase in recycled water by 970 AF, with no change in the amount of water from surface water resources. A portion of the increased supplies would be used to serve the Project. An analysis of potential physical impacts to the environment associated with each of these sources (except surface water sources) is provided below.

1. Impacts due to Increase Groundwater Supply

While the YVWD expects to increase its groundwater local supplies by 20,000 AF by 2045, the YVWD is expected to reduce reliance on groundwater supplies through the increased use of recycled water. The groundwater extraction by appropriators in the sphere of influence of the YVWD has decreased over the past five years; this is attributed to the increased use of recycled water and imported water in the region (USARW, 2021, p.11-38). Additionally, because YVWD is a member of the San Timoteo Groundwater Sustainability Agency (GSA) for the San Timoteo Groundwater Basin (STGB), which supplies groundwater to YVWD, YVWD would be required to work in good faith and coordinate all activities to carry out the purposes of the Memorandum of Agreement implementing the policy, purposes, and requirements of SGMA within the boundaries of the San Timoteo GSA to ensure sustainable management of the STGB (USARW, 2021, p.11-25). Moreover, the Beaumont Groundwater Basin (BGB), which also supplies water to YVWD, is an adjudicated basin that is managed by several agencies including YVWD. The BGB has defined overlying and appropriator pumping rights and allows for supplemental water to be stored and recovered from the basin. (USARW, 2021, p.11-26). As an appropriator, YVWD is permitted to utilize 13.58% of the basin's total safe yield (6,700 AF per year [AFY]) (BBW, 2015; BBW, 2004). It should be noted that YVWD's 2020 UWMP indicates that YVWD plans to participate in the Bunker Hill Conjunctive Use Project, which would provide a water banking opportunity in the adjacent Bunker Hill Groundwater Basin during wet periods for extraction when imported supplies are limited (YVWD, 2023, p. 21).

YVWD also has developed the Calimesa Aquifer Storage and Recovery Program, which is designed to utilize the groundwater basin for the additional storage and extraction of recycled water and drinking water (USARW, 2021, p.11-36). The Calimesa Aquifer Storage and Recovery Program would involve the construction of lake and groundwater injection facilities in the Beaumont Basin to maximize the operational efficiency of groundwater resources within the Calimesa portion of the YVWD's service area. That water would be pulled from those injection wells to be used as recycled water or drawn from wells farther away as potable water. The expansion of the recycled water system adds an additional planned water management strategy to increase water reliability. YVWD anticipates increasing recycled water use to 4,000 AFY. (USARW, 2021, pp.11-43 - 11-44)

Because the STGB and BGB are sustainably managed such that there would be no depletion of groundwater resources, and because the YVWD does not anticipate the need for any new or expanded groundwater extraction facilities or equipment, the Project's incremental increase in demand for water from groundwater

sources is not anticipated to result in any new or increased impacts to the environment beyond what already occurs in association with YVWD facilities under existing conditions.

Additionally, it should be noted that while the Project site contains three groundwater wells under existing conditions, pursuant to Mitigation Measure MM 4.9-2 these wells would be removed from the Project site during site grading activities. No potable water from the on-site wells would be utilized to serve the Project.

2. Impacts due to Imported Water Supply

As previously noted, YVWD's projected water supplies from 2025-2045 would result in an increase in the amount of purchased or imported water by approximately 5,150 AFY total by 2045. A portion of these increased purchased or imported supplies would be used to serve the proposed Project. YVWD purchases imported water from two SWP contractors including the SBVMWD for the San Bernardino County portion of the service area and the SGPWA for the Riverside County portion of the service area.

Both the SBVMWD and SGPWA purchase imported water from the Metropolitan Water District of Southern California (MWD). A portion of the increased imported supplies anticipated by YVWD by 2045 via the SBVMWD and SGPWA would be used to serve the proposed Project. According to MWD's 2020 UWMP, MWD currently obtains imported water supplies from the Colorado River Aqueduct (CRA) and the State Water Project (SWP). However, the MWD UWMP includes a detailed discussion of planning strategies undertaken by the MWD to reduce its reliance on imported water supplies from these sources. Please refer to Section 4 of the MWD UWMP for a detailed description of programs being undertaken by MWD to reduce its reliance on imported water supply from the Colorado River and SWP. The MWD UWMP is herein incorporated by reference pursuant to CEQA Guidelines Section 15150, and is available for public review on MWD's web site[2]. As shown in Table 4.19-13, *MWD Colorado River Supply Characterization (2021-2025)*, and Table 4.19-14, *MWD State Water Project (California Aqueduct) Supply Characterization (2021-2025)*, with implementation of MWD's programs, total deliveries of water from the Colorado River are expected to decrease from 1,250,000 AFY in 2021 to 1,122,000 AFY in 2025, while total deliveries from the SWP (Colorado River Aqueducts) are expected to decrease from 626,000 AFY in 2021 to 538,000 AFY in 2025. The MWD UWMP accounts for projected demands from its member agencies. The MWD UWMP shows that it would be able to meet the demands of its member agencies, including projected demands from the SBVMWD and SGPWA, without the need for increased imports via the SWP or Colorado River. Thus, despite the fact that its member agencies anticipate an increase in demand for water, it can be concluded that because MWD would not increase imports from SWP or Colorado River to serve its member agencies, its member agencies also would not indirectly rely on increased levels of imported water from these sources. Accordingly, while the YVWD expects to increase its imported water by 5,150 AFY by 2040 via the SBVMWD and SGPWA, MWD's UWMP shows that the MWD is expected to reduce its imports of water from the Colorado River and via the SWP. As such, the YVWD's increase in demand for imported water supplies would not be accommodated by MWD importing more water from the SWP or Colorado River, but rather the increased demand would be accommodated by water savings programs planned by MWD that would reduce the overall

[2] MWD's 2020 UWMP is available on-line at: at https://www.mwdh2o.com/media/21641/2020-urban-water-management-plan-june-2021.pdf.

regional import of water from the SWP and Colorado River. As such, the Project's incremental increase in demand for water resources and the YVWD's anticipated increase in imported water supplies would not result in any new or increased physical impacts to the environment associated with increased water extraction via the SWP or Colorado River, such as increased impacts to biological resources associated with the Colorado River. Accordingly, physical impacts to the environment due to the Project's increased demand for imported water supply would be less than significant. (MWD, 2021, pp. 3-1 through 3-92)

3. Physical Impacts Associated with Increased Recycled Water Supply

As discussed above, the YVWD anticipated to increase the amount of recycled water supplied by the YVWD by 970 AF by 2045. However, and as previously indicated under the analysis of Threshold c., below, the Project's wastewater would represent only 5.6% of the currently available treatment capacity at the WRWRF, and as such no expansion of the WRWRF is anticipated. Accordingly, because the Project would not result in or require an expansion to any YVWD facilities in order to treat wastewater generated by the Project, the Project's incremental increase in demand for recycled water would not result in any new or increased significant impacts to the environment beyond what already occurs under existing conditions at the WRWRF.

Table 4.19-13 MWD Colorado River Supply Characterization (2021-2025)

Hydrology	2021	2022	2023	2024	2025
Current Programs					
Basic Apportionment – Priority 4	550,000	550,000	550,000	550,000	550,000
DCP Contribution Reduction[2]	0	0	0	0	0
IID/MWD Conservation Program	105,000	105,000	105,000	105,000	105,000
Priority 5 Apportionment (Surplus)	0	0	0	0	0
PVID Land Management, Crop Rotation, and Water Supply Program	42,000	64,000	130,000	130,000	130,000
Lower Colorado Water Supply Project	9,000	9,000	9,000	9,000	9,000
Bard Seasonal Fallowing Program	6,000	6,000	6,000	6,000	6,000
Lake Mead ICS Storage Program	400,000	400,000	400,000	100,000	100,000
Binational ICS	33,000	33,000	0	0	0
Forbearance for Present Perfected Rights	0	0	0	0	(2,000)
CVWD SWP/QSA Transfer Obligation	(50,000)	(50,000)	(50,000)	(50,000)	(50,000)
DWCV SWP Table A Obligation	(22,000)	(95,000)	(28,000)	(45,000)	(35,000)
DWCV Advance Delivery Account	22,000	95,000	28,000	45,000	35,000
SNWA Agreement Payback	0	0	0	0	0
IID Payback	(20,000)	(20,000)	(20,000)	(20,000)	(20,000)
Subtotal of Current Programs	***1,075,000***	***1,097,000***	***1,130,000***	***830,000***	***828,000***
Additional Colorado River Exchange Supplies					
Exchange with SDCWD	283,000	281,000	278,000	278,000	278,000
Exchange with United States	16,000	16,000	16,000	16,000	16,000
Subtotal of Additional Colorado River Supplies	***299,000***	***297,000***	***294,000***	***294,000***	***294,000***
Maximum CR Supply Capability[3]	**1,374,000**	**1,394,000**	**1,424,000**	**1,124,000**	**1,122,000**
Less CRA Capacity Constraint (amount above 1.25 MAF)	*(124,000)*	*(144,000)*	*(174,000)*	*0*	*0*
Subtotal of CR Core Supplies	**919,000**	**866,000**	**996,000**	**979,000**	**987,000**
Subtotal of CR Storage	**331,000**	**384,000**	**254,000**	**145,000**	**135,000**
Maximum Expected CRA Deliveries[4]	**1,250,000**	**1,250,000**	**1,250,000**	**1,124,000**	**1,122,000**

[1] Supply characterization for the Drought Risk Assessment is based on core supplies as defined in WSCP Appendix 4. Flexible and storage supplies from CR, SWP, and In-Region may be exercised as supply augmentation action to any potential core supply shortfall.
[2] DCP contribution beyond capacity of ICS accounts.
[3] Total amount of supplies available without taking into consideration CRA capacity constraint.
[4] The CRA delivery capacity is 1.25 MAF annually.

Note: Values based on repeat of 1988-1992 hydrologies.

(MWD, 2021, Table A.3-8)

Table 4.19-14 MWD State Water Project (California Aqueduct) Supply Characterization (2021-2025)

Hydrology	2021	2022	2023	2024	2025
Current Programs					
MWD Table A[2]	221,000	940,000	274,000	442,000	345,000
DWCV Table A	22,000	95,000	28,000	45,000	35,000
Article 21 Supplies	0	0	0	0	0
San Gabriel Valley MWD Exchange and Purchase	2,000	2,000	2,000	2,000	2,000
Subtotal of SWP Core Supplies	***245,000***	***1,037,000***	***304,000***	***489,000***	***382,000***
San Luis Carryover[3]	200,000	0	69,000	0	0
Yuba River Accord Purchase	14,000	11,000	14,000	11,000	14,000
Central Valley Storage and Transfers					
Semitropic Program	40,000	0	40,000	44,000	41,000
Arvin Edison Program[4]	0	0	0	0	0
Mojave Storage Program	0	0	0	0	0
Antelope Valley/East Kern Acquisition and Storage	27,000	0	27,000	0	11,000
Kern Delta Program	50,000	0	50,000	50,000	40,000
Transfers and Exchanges	50,000	50,000	50,000	50,000	50,000
Subtotal of SWP Flexible and Storage Programs	***381,000***	***61,000***	***250,000***	***155,000***	***156,000***
Programs Under Development					
San Bernardino Valley Water District Program	0	0	0	0	0
Subtotal of Proposed Programs	***0***	***0***	***0***	***0***	***0***
Maximum Supply Capability	**626,000**	**1,098,000**	**554,000**	**644,000**	**538,000**

[1] Supply characterization for the Drought Risk Assessment is based on core supplies as defined in WSCP Appendix 4. Flexible and storage supplies from CR, SWP, and In-Region may be exercised as supply augmentation action to any potential core supply shortfall.
[2] Includes Port Hueneme lease.
[3] Includes DWCV carryover.
[4] Take and put amounts limited due to water quality considerations.
Note: Values based on repeat of 1988-1992 hydrologies.
(MWD, 2021, Table A.3-8)

D. Conclusion

When considering the annual water demand for the proposed Project, the YVWD has included in the quantity of water saved from the implementation of the Recycled Water Project, available imported water supplies, conjunctive use programs, available production capacity from the Yucaipa subbasins, and applicable water rights and/or water held in storage as part of the Beaumont Basin adjudication. In summary, the YVWD is well positioned to provide a safe and secure water supply to the proposed Project in addition to its existing commitments. Therefore, and based on the results of the Project's WSA (*Technical Appendix R*), the YVWD would have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years. Ultimately, Project impacts due to potable and recycled water demand would be less than significant. (YVWD, 2023, p. 36)

Additionally, and as discussed in more detail above, the Project's incremental increase in demand for water resources would not result in significant environmental effects. While the YVWD expects to increase its groundwater local supplies by 20,000 AF by 2045, the STGB and BGB are sustainably managed such that there would be no depletion of groundwater resources even with ongoing and increased groundwater extraction. In addition, while the YVWD expects to increase its imported water by approximately 5,150 AFY by 2045, the MWD is expected to reduce its imports of water from the Colorado River and via the SWP, meaning that the increase in YVWD's demand for imported water would be accommodated by water savings resulting from MWD's programs, as summarized in Table 4.19-13 and Table 4.19-14. As such, the Project's incremental demand for water, including water imported by EMWD from MWD via the SBVMWD and

SGPWA, would not result in any new or increased impacts to the environment beyond what already occurs in association with MWD and YVWD facilities under existing conditions. Furthermore, while the YVWD anticipated to increase the amount of recycled water supplied by the YVWD by 970 AF by 2045, the Project would not result in or require an expansion to any YVWD facilities in order to treat wastewater generated by the Project. Therefore, the Project's incremental increase in demand for recycled water would not result in any new or increased significant impacts to the environment. Accordingly, impacts to the environment due to the Project's increased demand for water supply would be less than significant.

Threshold c: Would the Project 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?

Wastewater generated by the Project would be conveyed to the WRWRF for treatment. As previously indicated, the WRWRF has a daily capacity of 8.0 mgd and treats an average of 3.7 mgd, with an excess capacity of 4.3 mgd (USARW, 2021, 11-28; weftec, 2022). YVWD's residential wastewater generation rate is 250 gpd per residential unit (Calimesa, 2013, p. 3.11-42). As noted in the Project's WSA (*Technical Appendix R*), and as discussed further under the analysis of Threshold b., the Project's proposed land uses, when converted to EDUs, would represent approximately 263 EDUs (refer to Table 4.19-8), which would generate an estimated demand for 206 AFY (approximately 184,100 gpd) of potable water (YVWD, 2023, p. 16). For purposes of analysis herein, and in order to provide a conservative analysis of the Project's potential generation of wastewater requiring treatment, it is assumed that the Project's sewer generation would be the same as the Project's water demand. As noted by the Project's WSA, the Project's warehouse uses are estimated to require approximately 184,100 gpd (67,196,500 gpy x [1 year/365 days]) of potable water, which conservatively results in the generation of approximately 184,100 gpd of wastewater requiring treatment. For the Project's residential component, the Project is estimated to result in a demand for approximately 55,750 gallons of potable water (250 gpd per residential unit x 223 residential units = 55,750 gpd), which conservatively results in the generation of approximately 55,750 gpd of wastewater requiring treatment. Accordingly, at buildout, the Project conservatively would generate a total of 239,850 gpd (0.21 mgd) of wastewater requiring treatment. The Project's wastewater would represent approximately 5.6% of the currently available treatment capacity at the WRWRF. Accordingly, the WRWRF would have adequate capacity to treat wastewater generated by the Project, and as such the Project would not result in or require the expansion of the existing facilities at the WRWRF. Impacts to wastewater treatment capacity would therefore be less than significant.

Threshold d: Would the Project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

The Project would be required to comply with mandatory waste reduction requirements discussed in Section 4.19.2. Notwithstanding, construction and operation of the Project would result in the generation of solid waste requiring disposal at a landfill.

A. Construction Impacts

Solid waste is anticipated to be generated by the Project's construction process, primarily consisting of discarded materials and packaging. The CALGreen Code, which is implemented through the City of Calimesa Chapter 8.31, requires that at least 65% of construction and demolition debris be diverted from landfills through recycling, reuse, and/or salvage. The non-recyclable construction debris generated during Project construction would be disposed of at El Sobrante Landfill, Lamb Canyon Landfill, or Badlands Landfill. As described previously, the El Sobrante Landfill, Lamb Canyon Landfill, or Badlands Landfill receive below their maximum permitted daily tonnage; thus, the Project's construction waste is not anticipated to result in these landfills exceeding their maximum permitted daily disposal volume. Furthermore, these landfills are not anticipated to reach their total maximum capacities during the Project's construction period. The El Sobrante Landfill, Lamb Canyon Landfill, and Badlands Landfill have sufficient daily capacity to accept solid waste generated by the Project's construction phase. Thus, impacts to landfill capacity associated with near-term Project construction activities would be less than significant.

B. Operational Impacts

The Project's estimated solid waste generation is summarized on Table 4.19-15, *Estimated Solid Waste Generation*. As shown in Table 4.19-15, if proposed Planning Area (PA) 2 were to be developed under land use Scenario 1, which assumes OVNSP Planning Area 1 would be occupied by high-cube warehouse uses while OVNSP Planning Area 2 would be developed with 223 residential dwelling units, it is estimated that the Project would generate approximately 41,643 pounds per day (ppd), or approximately 20.8 tpd, of solid waste requiring disposal. Under land use Scenario 2, which assumes OVNSP Planning Area 1 would be occupied by high-cube parcel hub uses while OVNSP Planning Area 2 would be developed with 223 residential dwelling units, it is estimated that the Project would generate approximately 138,247 ppd, or approximately 69.1 tpd, of solid waste. Under land use Scenario 3, which assumes OVNSP Planning Area 1 would be occupied by high-cube warehouse uses while OVNSP Planning Area 2 would be developed with church uses, it is estimated that the Project would generate approximately 41,433 ppd, or approximately 20.7 tpd of solid waste. Consistent with the State's solid waste reduction goals, a minimum of 75% of all solid waste would be required to be recycled pursuant to California Assembly Bill (AB) 341. Non-recyclable waste generated by the Project would be disposed of at the Badlands Landfill, El Sobrante Landfill, or the Lamb Canyon Landfill. Assuming a worst-case solid waste generation of 138,247 lbs/day (under Land Use Scenario 2), the Project's estimated 69.1 tpd of solid waste would represent approximately 0.87% of the excess permitted daily capacity at the El Sobrante Landfill, approximately 4.89% of the excess permitted daily capacity at the Lamb Canyon Landfill, and approximately 3.06% of the excess permitted daily capacity at the Badlands Landfill, based on data available from CalRecycle for these landfills from July 2023 (as previously discussed in subsection 4.19.1.D, above). Accordingly, the Project's operational-related generation of solid waste would not exceed the daily capacity at any of the regional landfills, and impacts therefore would be less than significant. (CalRecycle, 2023d; CalRecycle, 2023e; CalRecycle, 2023f)

The Project's long-term solid waste generation is not in excess of State or local disposal standards, or in excess of the local infrastructure capacity to handle the waste disposal. As described above, the El Sobrante Landfill, Lamb Canyon Landfill, and Badlands Landfill are below their maximum permitted daily disposal volume. Thus, waste generated by the Project's operation is not anticipated to cause the landfills to exceed their

maximum permitted daily disposal volume. Because the Project would generate a relatively small amount of solid waste per day as compared to the permitted daily capacity of the landfills, impacts to landfill facilities during the Project's long-term operational activities would be less than significant.

Table 4.19-15 Estimated Solid Waste Generation

Land Use Type	Proposed Development	Generation Rate[1]	Solid Waste Generated (lbs/day)
Land Use Scenario 1 – High-Cube Warehouse and 223 Multi-Family Dwelling Units			
Residential	223 dwelling units	8.6 lb/dwelling unit/day	1,918
Business Park	982,232 s.f. (954 employees)	41.64 lb/employee/day	39,725
		Total with Residential Use:	**41,643**
Land Use Scenario 2 – High-Cube Parcel Hub Warehouse and 223 Multi-Family Dwelling Units			
Residential	223 dwelling units	8.6 lb/dwelling unit/day	1,918
Business Park	982,232 s.f. (3,274 employees)	41.64 lb/employee/day	136,329
		Total with Residential Use:	**138,247**
Land Use Scenario 3 – High-Cube Warehouse and Church			
Business Park	982,232 s.f. (954 employees)	41.64 lb/employee/day	39,725
Church	243,986 s.f.[2]	0.007 lb/s.f./day	1,708
		Total with Church Use:	**41,433**

Note: lbs/day = pounds per day

1. Solid waste generation rates are based on solid waste generation rates compiled by CalRecycle: https://www2.calrecycle.ca.gov/wastecharacterization/general/rates#Service
2. Consistent with the Development Standards identified by the OVNSP for the Project's Business Park uses, and in order to provide a conservative analysis of potential solid waste impacts, the proposed church use is anticipated to be developed at a maximum Floor Area Ratio (FAR) of 0.5, resulting in 243,986 s.f. of building area (11.2 acres x 43,560 s.f./acre x 0.5 FAR = 243,936).

Threshold e: Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Federal, State, and local statutes and regulations regarding solid waste generation, transport, and disposal are intended to decrease solid waste generation through mandatory reductions in solid waste quantities (e.g., through recycling and composting of green waste) and the safe and efficient transport of solid waste. The Project would be required to coordinate with CR&R to develop a collection program for recyclables, such as paper, plastics, glass, and aluminum, in accordance with local and State programs, including AB 341, *Mandatory Commercial Recycling, and the California Solid Waste Reuse and Recycling Act of 1991.*

Additionally, the Project would be required to comply with applicable practices enacted by the City under the California Integrated Waste Management Act of 1989 and Solid Waste Disposal Measurement Act of 2008. State law requires that local jurisdictions divert at least 50% of all solid waste generated by January 1, 2000. The diversion goal has been increased to 75% by 2020 by SB 341. Further, the Solid Waste Disposal Measurement Act of 2008 was established to make the process of goal measurement (as established by California Integrated Waste Management Act of 1989) simpler, timelier, and more accurate. The Solid Waste Disposal Measurement Act of 2008 builds on California Integrated Waste Management Act of 1989 compliance requirements by implementing a simplified measure of jurisdictions' performance. The Solid

Waste Disposal Measurement Act of 2008 accomplishes this by changing to a disposal-based indicator—the per capita disposal rate—which uses only two factors: (1) a jurisdiction's population (or in some cases employment); and (2) its disposal, as reported by disposal facilities.

In 2021 (the last year data was approved), the City of Calimesa implemented 37 programs to reduce solid waste generation and achieve the increased solid waste diversion required. These programs involve composting, facility recovery, household hazardous waste, policy incentives, public education, recycling, source reduction, and special waste materials (CalRecycle, 2021a). Building operators and future tenants would be required to participate in the City's recycling programs and comply with hazardous waste disposal regulations. The City's target disposal rates are 4.8 ppd per resident and 17.3 ppd per employee. As of 2021 (the last year data was approved), the City's average disposal rate was 5.2 ppd per resident and 36.0 ppd per employee (CalRecycle, 2021b). These disposal rates exceed the established disposal rate targets for the City. Notwithstanding, the City and its waste hauler would continue to implement waste management programs required by local and State regulations, and would impose required recycling and waste diversion requirements on the proposed uses.

Hazardous waste generated during construction would be disposed of per existing regulations (discussed in Subsection 4.9, *Hazards and Hazardous Materials*, of this EIR). Similarly, hazardous materials used during the construction and operation of the warehouse uses, including maintenance activities, would be conducted in compliance with applicable regulations. Further, as discussed above, solid waste generated during construction activities would adhere to the diversion requirements outlined in the CalGreen Code, and would exceed the required 65% diversion rate.

As such, the Project would not conflict with any federal, State, or local regulations related to solid waste. Therefore, no impact related to compliance with solid waste statutes would occur, and no mitigation is required.

4.19.5 Cumulative Impact Analysis

The geographic context for the cumulative impact analysis for utilities and infrastructure systems for water and sewer collection services is the YVWD service area. The geographic context for the cumulative impact analysis for dry utilities is the service area for the respective service providers. The cumulative impact area for wastewater treatment impacts is the service area for the WRWRF. The geographic context for the cumulative impact analysis for storm drains and solid waste is the City of Calimesa.

As discussed under the analysis of Threshold a., the Project would require a number of improvements related to water, wastewater treatment, and storm drainage systems, although such improvements are inherent to the Project's construction phase. Cumulatively-considerable impacts associated with Project construction activities have been evaluated throughout this EIR, and where necessary mitigation measures have been identified to reduce the Project's cumulatively-considerable effects to the maximum feasible extent. There are no components of the Project's proposed water, wastewater, or storm drainage systems that could result in impacts not already evaluated by other sections of this EIR. Accordingly, impacts associated with the construction of new or expanded water, wastewater treatment, and stormwater drainage systems would be less-than-cumulatively considerable.

As discussed under the analysis of Threshold b., the Project's WSA (*Technical Appendix R*), which is based on the YVWD's 2020 UWMP, demonstrates that with implementation of the Project and other planned growth within YVWD's service area, the YVWD would have adequate water supplies during normal, dry, and multiple dry years. Additionally, the water demands for the proposed Project were included in the YVWD's 2020 UWMP as a potential future development. While the Project's WSA did not specifically address cumulative demands for water, the demands for cumulative developments were accounted for by YVWD's UWMP. Specifically, YVWD's UWMP accounts for projected growth associated with the buildout of the General Plans of local jurisdictions within YVWD's service area. In addition, the YVWD is required pursuant to SB 610 to prepare Water Supply Assessments for any individual developments proposals that meet the definition of a "project" pursuant to Section 10912 of the CWC. As part of the YVWD's periodic updates to the UWMP, the UWMP is updated to account for the YVWD's previously-issued WSAs in its projections of future demands and to account for any changes to the General Plans of the local jurisdictions within its service area. Thus, because the Project's WSA, which is based on the YVWD UWMP, demonstrates that the YVWD would have adequate water supplies to serve the Project during normal, single-dry, and multiple-dry year conditions, because the UWMP accounts for cumulative growth within its service area, and because the WSA demonstrates that the Project's anticipated growth was planned for and accounted for by the YVWD UWMP, the WSA inherently demonstrates that the YVWD would have adequate water supplies to serve both the Project and cumulative developments through at least 2045. Therefore, cumulatively-considerable impacts to water supply would be less than significant. Other future projects within the service area of the YVWD would be required to evaluate effects on the availability of water supplies and, if applicable to the type of development, prepare a WSA to ensure that significant cumulative effects are minimized or avoided. Accordingly, Project impacts due to water supply would be less than significant on a cumulatively-considerable basis.

As discussed under the analysis of Threshold c., the Project and other cumulative developments within YVWD's service area would result in a cumulative increase in demand for wastewater treatment capacity. However, the Project's anticipated wastewater treatment demand would represent only 5.6 of the current available capacity at the WRWRF. Thus, following implementation of the proposed Project, the WRWRF would have 4.09 mgd of available capacity (4.3 mgd existing capacity – 0.21 mgd Project demand = 4.09 mgd). As such, there would be adequate wastewater treatment capacity and no expansion of the WRWRF would be required to serve the Project. Although the Project and other cumulative developments ultimately would contribute to the need for expanded capacity at the WRWRF, the YVWD does not currently have any available plans for the expansion of this facility. Impacts associated with such expansion, if ever required, would be subject to CEQA once plans for such expansion have been prepared by the EMWD. As no such plans are currently available, it would be speculative to evaluate potential cumulatively-considerable impacts associated with the proposed expansion (State CEQA Guidelines § 15145). Accordingly, Project impacts due to wastewater treatment capacity would be less-than-cumulatively considerable.

As discussed under the analysis of Threshold d., solid waste generated during construction and long-term operation of the Project would represent a relatively small percentage of the existing available daily disposal capacity at the El Sobrante Landfill, Lamb Canyon Landfill, and Badlands Landfill. The landfills are currently projected to remain open until as far into the future as 2059 (Badlands Landfill) and have sufficient daily capacity to handle solid waste generated by the Project and other cumulative developments both during construction and long-term operation. The Project would not directly result in the need for expanded solid

waste disposal facilities, as the El Sobrante Landfill, Lamb Canyon Landfill, and Badlands Landfill have sufficient existing capacity to handle solid waste generated by the Project. Rather, the Project's incremental contribution to solid waste generation may contribute to an ultimate need for expanding the solid waste disposal facilities that would serve the Project and/or the construction of additional solid waste disposal facilities. Moreover, it is possible that as other developments in the region are proposed, new solid waste disposal facilities may be needed to serve those developments, and such facilities may or may not receive solid waste generated by the Project. Although the Project has the potential to cumulatively contribute to the demand for new/expanded solid waste disposal facilities, the construction of which could significantly impact the environment, it is too speculative for evaluation in the absence of a proposed expansion or development plan (State CEQA Guidelines § 15145). Therefore, the Project's cumulatively-considerable impacts to solid waste disposal facilities are evaluated as less than significant.

As discussed under the analysis of Threshold e., the Project would adhere to regulations set forth by local and State regulations (including CALGreen and AB 939) during both construction and long-term operations. Other cumulative developments also would be required to comply with such regulations. As such, the Project as well as other cumulative developments in the area would not result in cumulative impacts with respect to compliance with federal, State, and local statutes and regulations related to solid wastes. Impacts would be less-than-cumulatively considerable.

4.19.6 Significance of Impacts Before Mitigation

Threshold a: Less-than-Significant Impact. Impacts associated with the installation of the Project's wet and dry utility infrastructure facilities have been evaluated throughout this EIR under the appropriate subject headings (e.g., air quality, biological resources, etc.). Where significant direct or cumulative impacts are identified, mitigation measures have been imposed to reduce the Project's impacts to the maximum feasible extent. There are no environmental impacts that would occur specifically related to the Project's proposed water, sewer, drainage, and dry improvements that have not already been addressed.

Threshold b: Less-than-Significant Impact. Based on present information and the assurance that YVWD is engaged in identifying solutions that, when combined with the rest of its supply portfolio, will ensure a reliable long-term water supply. YVWD determined that it will be able to provide adequate water supplies to meet the potable water demand for the proposed Project as part of its existing and future demands. Estimated water demand associated with the Project is approximately 184,100 gpd. The YVWD's 2020 UWMP forecasts more than adequate water supplies to reliably meet customer demands including demand associated with the Project under various drought scenarios. Accordingly, YVWD would have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years, and impacts would therefore be less than significant. In addition, the Project would not result in any physical impacts to the environment resulting from the Project's incremental increase in demand for water resources.

Threshold c: Less-than-Significant Impact. At buildout, the Project conservatively would generate a total of 239,850 gpd (0.21 mgd) of wastewater requiring treatment. The Project's wastewater would represent approximately 5.6% of the currently available treatment capacity at the WRWRF. Accordingly, the WRWRF would have adequate capacity to treat wastewater generated by the Project, and as such the Project would not

result in or require the expansion of the existing facilities at the WRWRF. Impacts to wastewater treatment capacity would therefore be less than significant.

Threshold d: Less-than-Significant Impact. Solid waste anticipated to be generated by the Project's construction and long-term operations would represent a small proportion of the available capacity at the El Sobrante Landfill, Lamb Canyon Landfill, and Badlands Landfill. Accordingly, the Project's generation of solid waste during construction and long-term operations would not exceed the daily capacity at any of the regional landfills, and impacts therefore would be less than significant.

Threshold e: No Impact. The Project would be required to comply with all applicable regulations related to solid waste reduction. The Project would not conflict with applicable federal, State, and local statutes and regulations related to the management and reduction of solid waste and pertaining to waste disposal, reduction, and recycling. No impact would occur.

4.19.7 Applicable Regulations, Design Requirements, and Mitigation

Applicable Regulations and Design Requirements

The following are applicable regulations and design requirements within the City. Although these requirements technically do not meet CEQA's definition for mitigation, they are imposed herein to ensure Project compliance with applicable County regulations and design requirements.

- The Project is required to comply with the provisions of the California Solid Waste Integrated Waste Management Act, (AB 939, 1989) which mandates a reduction of disposed waste throughout California.
- The Project is required to comply with the provisions of the California Solid Waste Reuse and Recycling Act (AB 1327) which developed a model ordinance for adoption of recyclable materials in development projects. This Act requires all development projects that are commercial, industrial, institutional, or marina in nature and where solid waste is collected and loaded, to provide an adequate area for collecting and loading recyclable materials over the lifetime of the project. The area is required to be provided before building permits are issued.
- The Project is required to comply with the provisions of the Mandatory Commercial Recycling Program (AB 341): AB 341 made a legislative declaration that it is the policy goal of the state that not less than 75% of solid waste generated be source reduced, recycled, or composted by the year 2020, and required the Department of Resources Recycling and Recovery, by January 1, 2014, to provide a report to the Legislature that provides strategies to achieve that policy goal and also includes other specified information and recommendations.

Mitigation

The mitigation measures identified throughout this EIR for Project-related construction impact (e.g., air quality, biological resources, etc.) shall apply. Project impacts to utilities and service systems would be less than significant; therefore, no additional mitigation is required related to utilities and service system improvements proposed as part of the Project.

4.20 WILDFIRE

This Subsection 4.20 evaluates the Project's potential to exacerbate wildfire hazards. The analysis is based, in part, on information from the California Department of Forestry and Fire Protection (CalFire) (CalFire, 2022), the Project-specific Fire Protection Plan titled *Fire Protection Plan Oak Valley North County of Riverside* (Fire Protection Plan) prepared by Dudek dated February 2024 (*EIR Technical Appendix Q1*), the Project-specific Evacuation Analysis titled *Wildfire Evacuation Plan Oak Valley North* (Wildfire Evacuation Analysis) prepared by Dudek dated February 2024 (EIR *Technical Appendix Q2*), and City of Calimesa 2014 General Plan (General Plan) (City of Calimesa, 2014). Refer to Section 7.0, *References*, for a complete list of these and other reference sources.

4.20.1 EXISTING CONDITIONS

A. *Wildfire Risks*

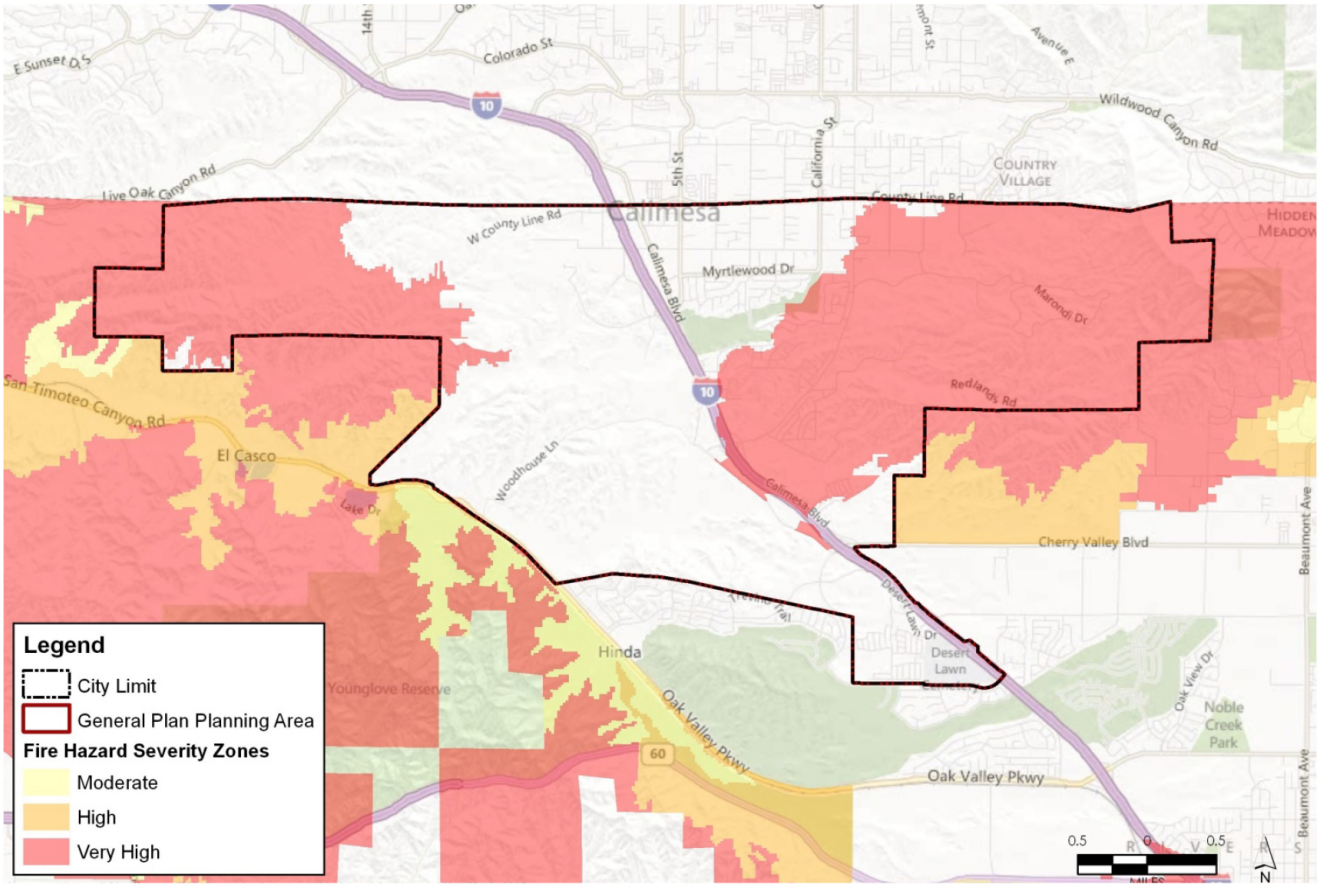
Wildfire is a nonstructural fire that occurs in vegetative fuels, excluding prescribed fire. Wildfires can occur in undeveloped areas and spread to urban areas where the landscape and structures are not designated and maintained to be ignition resistant. In the City, chaparral-filled canyon areas pose a significant fire hazard, highlighting the need for strict enforcement of brush management and fire prevention programs. Wildland fires that occur while Santa Ana winds are present constitute a worst-case fire suppression scenario. Because of dry vegetation conditions and Santa Ana winds, the fire danger for Riverside County, including the City of Calimesa, is considered extremely high for 25 percent each year. Therefore, there is a statistically significant chance that this worst-case fire suppression scenario could occur. (City of Calimesa, 2014, p 8-9)

Under existing conditions, the areas surrounding the Project site consist of residences and vacant undeveloped land with natural vegetation. According to CalFire's Fire Hazard Severity Zones in State Responsibility Area Map, the Project site is not within an area designated as a Very High Fire Hazard Severity Zone (VHFHZS). State Responsibility Areas (SRAs) are recognized by the Board of Forestry and Fire Protection as areas where CalFire is the primary emergency response agency responsible for fire suppression and prevention. The Project site is approximately 0.37 miles west of properties designated as VHFHSZ within an SRA.

According to the Riverside County *Map My County Viewer*, Figure SAF-6, *Fire Hazard Areas*, of the General Plan, and as shown on Figure 4.20-1, *Fire Hazard Severity Zones*, the Project site is within a VHFHSZ within a Local Responsibility Area (LRA) (CalFire, 2022; City of Calimesa, 2014). LRAs are areas where neither the State nor the federal government has any legal responsibility for providing fire protection (NWCG, 2023).

B. *Fire History*

Fire history data provides information regarding fire spread, fire frequency, most vulnerable areas, and significant ignition sources, amongst others. In turn, this understanding of why fires occur in an area and how they typically spread can then be used for pre-planning and designing defensible communities. The fire history identified in the Fire Protection Plan was based on data from the Fire and Resource Assessment Program (FRAP) database, which summarizes fire perimeter data dating to the late 1800s, but which is incomplete due to the fact that it only includes fires over 10 acres in size and has incomplete perimeter data, especially for the



Source(s): City of Calimesa 2014 General Plan (08-04-2014)

Figure 4.20-1

Not to Scale

Fire Hazard Severity Zones

first half of the 20th century. However, the data does provide a summary of recorded fires and can be used to show whether large fires have occurred in the Project area, which indicates whether they may be possible in the future.

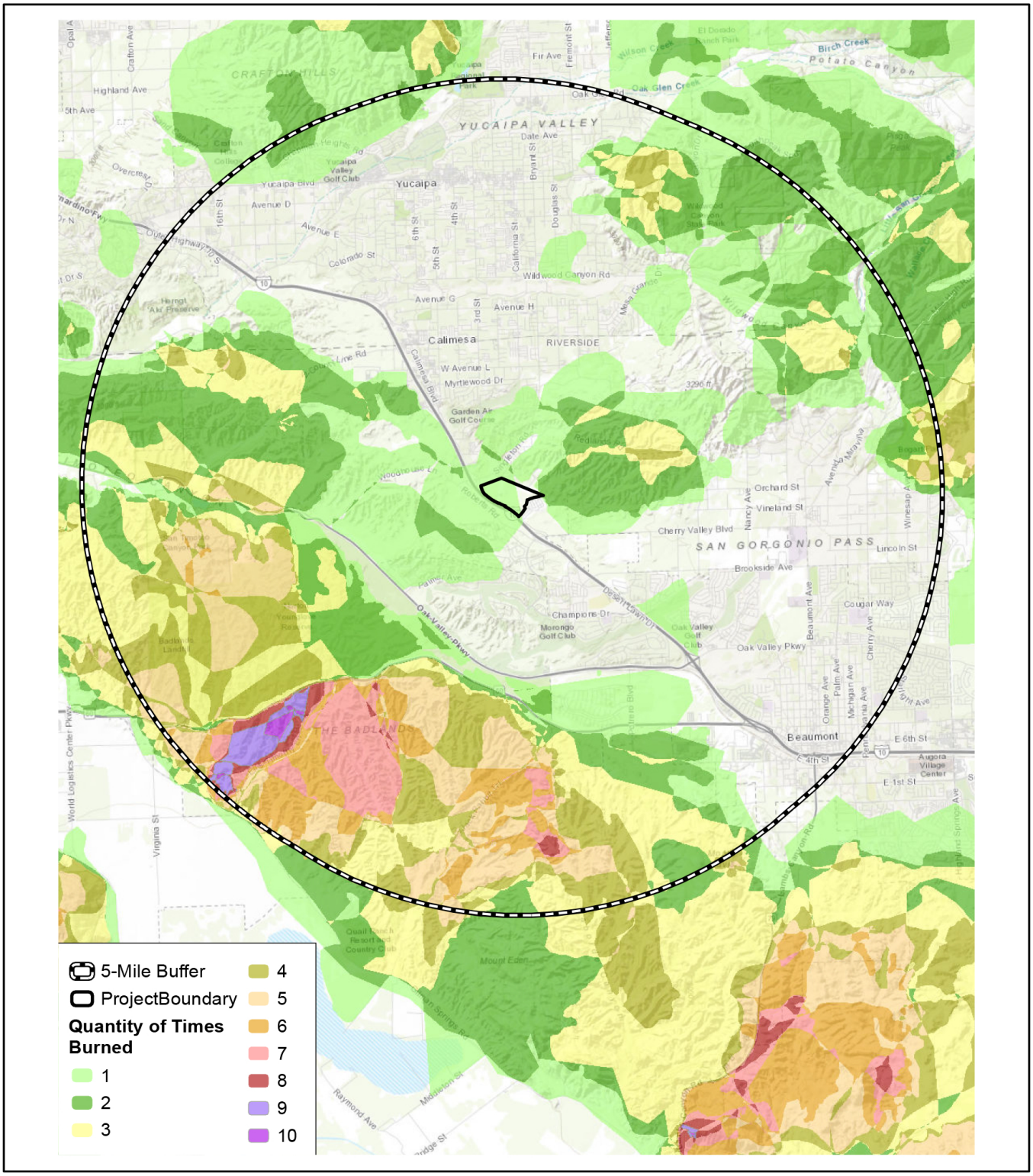
Figure 4.20-2, *Fire History Map*, presents a graphical view of the Project area's recorded fire history. As presented, there have been 93 fires recorded since 1900 by CalFire in the FRAP database in the vicinity of the Project site, including one fire that burned the entire Project site in 1962. These fires, occurring in 1900, 1907, 1908, 1914, 1920, 1921, 1924, 1929, 1948, 1951, 1957(x3), 1958, 1959, 1962(x3), 1965, 1968 (x3), 1969, 1970(x4), 1972, 1973, 1975(x2), 1976, 1979 (x7), 1980(x4), 1981(x3), 1983, 1985, 1988(x3), 1989(x2), 1990, 1992, 1993(x3), 1994(x2), 1995, 1996(x2), 1997(x3), 1998(x2), 2005(x2), 2006, 2007, 2009(x5), 2010(x2), 2011, 2013(x2), 2014, 2015(x2), 2016, 2017(x2), 2019(x2), 2020(x3) burned within a 5-mile radius of the Project area. Approximately 4 fires have burned onto a portion of the Project site. According to the Fire Protection Plan, the average interval between wildfires in the area (including areas up to approximately 5 miles from the Project site) was calculated to be one year with intervals ranging between zero and seven years. Wildfires are anticipated to occur roughly every year with a possibility of shorter or longer interval occurrences. (Dudek, 2024a, pp. 17-18)

C. *Topography and Downstream Flooding*

Topography influences fire risk by affecting fire spread rates. Typically, steep terrain results in faster fire spread upslope and slower fire spread down-slope in the absence of wind. Flat terrain tends to have little effect on fire spread, resulting in fires that are primarily influenced by wind. (Dudek, 2024a, p. 16)

As discussed in EIR Section 2.0, *Environmental Setting*, the overall site topography ranges 2,386 feet above mean sea level (amsl) and 2,277 feet amsl and generally slopes downward to the west at a gradient of approximately 3 percent. A 3-foot-deep earthen drainage channel transects the central region of the Project site, trending northeast-southwest. The Project site topography in the eastern region of the Project site is comprised of moderately hilly terrain. There is one (1) isolated hill in the west-central region of the Project site. The hills at the Project site generally range between 15 to 20 feet higher in elevation than the adjacent terrain that is relatively level. The hills throughout the site generally descend downward to the surrounding level terrain at inclinations of 3.5h:1v (horizontal to vertical) to 6h:1v. (SCG, 2022, p. 5)

As further discussed in EIR Subsection 4.10, *Hydrology and Water Quality*, the existing drainage pattern for the Project site is characterized as sheet flow. Existing flows outlet into culverts before ultimately discharging into San Timoteo Creek. There are three (3) ephemeral drainage features on the Project site plus one roadside ditch along Calimesa Boulevard; however, it should be noted that the Project site is within Federal Emergency Management Agency (FEMA) Zone X, *Area of Minimal Flood Hazard*. (FEMA, 2008) Additionally, according to Figure SAF-5, *Flood Zones*, of the General Plan Safety Element, the Project site is not within a flood zone.



Source(s): Dudek (December 2023)

Figure 4.20-2

Not to Scale

Fire History Map

D. *Existing Vegetation and Fire Behavior*

Southern California landscapes include a diverse range of plant communities, including vast tracts of grasslands and shrublands. Wildfire in Mediterranean-type ecosystems ultimately affects the structure and functions of vegetation communities and would continue to have a substantial and recurring role. Vegetation plays a significant role in fire behavior, and is an important component to the fire behavior models discussed in this report. A critical factor to consider is the dynamic nature of vegetation communities. Fire presence and absence at varying cycles or regimes disrupts plant succession, setting plant communities to an earlier state where less fuel is present for a period of time as the plant community begins its succession again. In summary, high frequency fires tend to convert shrublands to grasslands or maintain grasslands, while fire exclusion tends to convert grasslands to shrublands, over time. In general, biomass and associated fuel loading will increase over time, assuming that disturbance (fire, grazing, or grading) or fuel reduction efforts are not diligently implemented. (Dudek, 2024a, p. 36)

The vegetation on the Project site and off-site improvement areas consists of non-native grasslands and wildflower fields, disturbed/developed area and ornamental plants, and pockets of native coastal sage – chaparral scrub and are described in Table 4.20-1, *Project Area Vegetation*. These fuel types can produce flying embers that may affect the Project.

Table 4.20-1 Project Area Vegetation

Vegetation Description	Location	Fuel Bed Depth (Feet)
Short Grasses	Represented throughout the adjacent areas surrounding the Project site.	>1.0
Low Load Dry Climate Crass	Represented throughout the adjacent areas surrounding the Project site.	<2.0
Low Load, Dry Climate Grass-shrub	Represented throughout the adjacent areas surrounding the Project site.	>2.0

Source: (Dudek, 2024a, Table 1)

Low-load grasses exhibit the most intense fire behavior. According to the Fire Protection Plan, under existing conditions, a worst-case fire under gusty Santa Ana winds and low fuel moisture is expected to move up to 4.5 miles per hour (mph). Flame length values are calculated to be 10.5 feet and may grow to 18 feet with wind gusts; spotting is calculated to occur up to 0.4 miles from the flaming front. Under existing conditions, the worst-case fire under onshore wind conditions is expected to move up to 1.7 mph with flame lengths of up to 6.2 feet. (Dudek, 2024a, p. 34)

Conditions adjacent to the Project's footprint, where the wildfire threat will exist post-development, are classified as low to heavy fuel loads due to the range of fuels including grass, sage scrub, and heavy chapparal. (Dudek, 2024a, p. 17)

E. *Climate*

Throughout Southern California, and specifically at the Project site, climate has a large influence on fire risk. The climate of Riverside County, including the Project area, is typical of a Mediterranean area, with warm,

dry summers and cold, wet winters. Temperatures average (average annual) around 61°F and reach up to 100°F. Precipitation has been averaging less than 16 inches and typically occurs between December and March. The prevailing wind is an onshore flow between 7 and 11 mph from the Pacific Ocean. (Dudek, 2024a, p. 16)

Fires can be a significant issue during summer and fall, before the rainy period, especially during dry Santa Ana wind events. The seasonal Santa Ana winds can be particularly strong in the Project area as warm and dry air is channeled through the San Gorgonio Pass from the dry, desert land to the east. Although Santa Ana events can occur anytime of the year, they generally occur during the autumn months, although the last few years have resulted in spring (April – May) and summer events. Santa Ana winds may gust up to 75 miles per hour (mph) or higher. This phenomenon markedly increases the wildfire danger and intensity in the Project area by drying out and preheating vegetation (fuel moisture of less than 5 percent for 1-hour fuels is possible) as well as accelerating oxygen supply, and thereby, making possible the burning of fuels that otherwise might not burn under cooler, moister conditions. (Dudek, 2024a, p. 16)

F. Emergency Response, Facilities, and Evacuation

The City of Calimesa Fire Department (CFD) provides fire protection services, emergency medical services, and fire safety education. The City of Calimesa Fire Department (Fire Station 21) is located at 908 Park Avenue, Calimesa. The immediate response area of this station extends from County Line Road to Cherry Valley Boulevard. The CFD currently employs a Fire Chief, Deputy Fire Chief, Battalion Chief, 3 Captains, 9 Firefighter/EMT's and a pool of Intern/Reserve Firefighters and run two-engine companies staffed with 6 persons at all times (i.e., 4 full-time career firefighters and two intern/reserve on all shifts) (City of Calimesa, 2023). Fire Station 21 can respond within 5 minutes to the entrance of the Project site. (Dudek, 2024a, Table 6) Additional fire protection services are provided from the Riverside County Fire Department (RCFD) through Station No. 22 located at 10055 Avenida MiraVilla, Cherry Valley and responds to calls as necessary. (Calimesa, 2014, p. 4-4) Fire Station 22 can respond within 9 minutes to the entrance of the Project site. The Calimesa Fire Department has a goal of responding to incidents within 5 minutes, including dispatch and turnout time which is considered between 2 and 2.5 minutes. However, the department's average response time to calls within their jurisdiction is 6 minutes and 57 seconds. Provided below is per-capita data for 2022 from CFD calls within their jurisdiction. (Dudek, 2024a, p. 39)

- Total population served: 10,026
- Total annual calls: 1,739
    - Per capita call generation 0.173
- Total annual fire calls, including structure, vegetation, vehicle fires, and other fire calls (3 percent of total calls): 52
    - Per capita call generation: 0.005
- Total annual Emergency Medical Services (70.33 percent of total calls): 1,233.
    - Per capita call generation: 0.122
- Total other calls (rescue, traffic collisions, hazardous materials, public service, etc.: 26.68 percent of total calls): 464
    - Per capita call generation: 0.046

Critical facilities are parts of infrastructure that must remain operational after a disaster or facilities that pose unacceptable risks to public safety if severely damaged. In Riverside County, including the City, critical facilities include schools, hospitals, fire and police stations, emergency operation centers, communication centers, dams, and industrial sites that use or store explosives, toxic materials, or petroleum products. (City of Calimesa, 2017) It is essential that critical facilities have no structural weaknesses and remain operable in the event of an area-wide emergency. Currently, the Project site is mostly undeveloped except for a portion within the southwest that is developed with one vacant single-family residence. The Project site does not have a critical facility.

The Project site does not serve as an evacuation route to the City. The established routes for the City include I-10 and California Street for north-south movement of traffic, and County Line Road for east-west movement of traffic. Additional streets that augment the routes include Calimesa Boulevard, 3rd Street and 5th Street for north-south traffic flow, as well as Avenue L and Singleton Road for east-west traffic movements. The established evacuation routes are identified in Figure SAF-7, *Evacuation Routes*, of the General Plan.

4.20.2 Applicable Regulatory Requirements

The following is a brief description of the federal, State, and local environmental laws and related regulations related to wildfire hazards.

A. Federal Regulations

1. Healthy Forests Restoration Act of 2003

On August 22, 2002, President Bush established the Healthy Forests Initiative, directing the Departments of Agriculture and the Interior, and the Council on Environmental Quality, to improve regulatory processes to ensure more timely decisions, greater efficiency, and better results in reducing the risk of catastrophic wildland fires. On June 5, 2003, the Departments of Agriculture and the Interior adopted two new categorical exclusions from documentation in an environmental assessment or environmental impact statement (EIS): an exclusion for hazardous-fuel reduction and another for rehabilitation of resources and infrastructure damaged by wildfire (68 FR 33814). (BLM, 2003)

2. Disaster Mitigation Act

The Disaster Mitigation Act of 2000 requires that a state mitigation plan, as a condition of disaster assistance, add incentives for increased coordination and integration of mitigation activities at the state level through the establishment of requirements for two different levels of state plans: "Standard" and "Enhanced." States that develop an approved Enhanced State Plan can increase the amount of funding available through the Hazard Mitigation Grant Program. The Disaster Mitigation Act also established a new requirement for local mitigation plans.

3. National Incident Management System

The National Incident Management System (NIMS) guides all levels of government, nongovernmental organizations and the private sector to work together to prevent, protect against, mitigate, respond to and recover from incidents. NIMS provides community members with a shared vocabulary, systems and processes to successfully deliver the capabilities described in the National Preparedness System. The National Preparedness System is a Presidential Policy Directive establishing a common goal to create a secure and resilient nation associated with prevention, protection, mitigation, response and recovery to address the greatest risks to the nation. One core area is fire management and suppression.

NIMS defines operational systems that guide how personnel work together during incidents.

4. Pet Evacuation and Transportation Standards Act

The Pets Evacuation and Transportation Standards Act of 2006 amends the Stafford Act, and requires evacuation plans to take into account the needs of individuals with household pets and service animals, prior to, during, and following a major disaster or emergency.

B. State Regulations

1. Fire Hazard Severity Zones

To assist each fire agency in addressing its responsibility area, California Department of Forestry and Fire (CalFire) uses a severity classification system to identify areas or zones of severity for fire hazards within the state. CalFire is required to map these zones for State Responsibility Areas and identify Very High Fire Hazard Severity Zones (VHFHSZ) for Local Responsibility Areas (LRA). The Project currently spans an area statutorily designated as a Very High Fire Hazard Severity Zone (VHFHSZ) in local responsibility area.

2. Public Resources Code (PRC) Sections 4290-4299

These sections establish minimum statewide fire safety provisions pertaining to: roads for fire equipment access; signs identifying streets, roads, and buildings; minimum private water supply reserves for emergency fire use; and fire fuel breaks and greenbelts. With certain exceptions, all new construction after July 1, 1991, in potential wildland fire areas, is required to meet these statewide standards. The state requirements, however, do not supersede more restrictive local regulations. (CA Legislative Info, n.d.)

As required by Section 4291, the Project would be required to maintain defensible space of 100 feet from each side and from the front and rear of the structure, but not beyond the property line. The amount of fuel modification necessary shall consider the flammability of the structure as affected by building material, building standards, location, and type of vegetation. Fuels shall be maintained and spaced in a condition so that a wildfire burning under average weather conditions would be unlikely to ignite the structure. (CA Legislative Info, n.d.)

3. *California* Government *Code (CGC) Section 51178*

This section specifies that the Director of CalFire, in cooperation with local fire authorities, shall identify areas that are Very High Fire Hazard Severity Zones (VHFHSZ) in Local Responsibility Areas (LRAs), based on consistent statewide criteria, and the expected severity of fire hazard. Per CGC § 51178, a local agency may, at its discretion, exclude from the requirements of § 51182 an area within its jurisdiction that has been identified as a VHFHSZ, if it provides substantial evidence in the record that the requirements of § 51182 are not necessary for effective fire protection within the area. Alternatively, local agencies may include areas not identified as VHFHSZ by CalFire, following a finding supported by substantial evidence in the record that the requirements of § 51182 are necessary for effective fire protection within the new area. According to § 51182, such changes made by a local agency shall be final, and shall not be rebuttable by CalFire. (CA Legislative Info, n.d.)

4. *California Wildland-Urban Interface Code*

On September 20, 2005, the California Building Standards Commission approved the Office of the State Fire Marshal's emergency regulations amending the California Building Code (CBC) (24 CCR 2). Section 701A of the CBC includes regulations addressing materials and construction methods for exterior wildfire exposure and applies to new buildings located in State Responsibility Areas or Very High Fire Hazard Severity Zones in Local Response Areas.

5. *CCR Title 24, Parts 2 and 9 – Fire Codes*

Part 2 of Title 24 of the CCR refers to the California Building Code, which contains complete regulations and general construction building standards of state adopting agencies, including administrative, fire and life safety, and field inspection provisions. Part 2 was updated in 2008 to reflect changes in the base document from the Uniform Building Code to the International Building Code. Part 9 refers to the California Fire Code, which contains other fire safety-related building standards. In particular, Chapter 7A, "Materials and Construction Methods for Exterior Wildfire Exposure," in the 2010 California Building Code addresses fire safety standards for new construction. In addition, Section 701A.3.2, "New Buildings Located in Any Fire Hazard Severity Zone," states: (CBSC, 2022)

> "*New buildings located in any Fire Hazard Severity Zone within State Responsibility Areas, any Local Agency Very-High Fire Hazard Severity Zone, or any Wildland-Urban Interface Fire Area designated by the enforcing agency for which an application for a building permit is submitted on or after January 1, 2008, shall comply with all sections of this chapter.*"

6. *California Emergency Services Act*

The California Emergency Services Act (California Government Code Section 8550 et seq.), provides for the creation of an Office of Emergency Services, assign and coordinate functions and duties to be performed during an emergency, facilitate mutual aid, and assign resources (including manpower and facilities) throughout the state for dealing with any emergency that may occur.

7. California Office of Emergency Services

The California Office of Emergency Services (OES) is responsible for the coordination of overall state agency response to disasters. Assuring the state's readiness to respond to, recover from all hazards and assisting local governments in their emergency preparedness, response, recovery and mitigation.

- Incident Command System (ICS) - A field-level emergency response system based on management by objectives
- Multi/Inter-agency coordination - Affected agencies working together to coordinate allocations of resources and emergency response activities.
- Mutual Aid - A system for obtaining additional emergency resources from non-affected jurisdictions.
- Operational Area Concept - County and its sub-divisions to coordinate damage information, resource requests and emergency response.

8. Standardized Emergency Management System

The Standardized Emergency Management System (SEMS) is the cornerstone of California's emergency response system and the fundamental structure for the response phase of emergency management. The system unifies all elements of California's emergency management community into a single integrated system and standardizes key elements. SEMS incorporates:

9. Attorney General Guidance

In October 2022, the California Office of the Attorney General issued guidance (Guidance) outlining best practices for analyzing and mitigating wildfire impacts of development projects under the California Environmental Quality Act (CEQA) (Office of the Attorney General 2022). The Guidance is intended to help local governments' evaluation and approval considerations for development projects in fire-prone areas, and to help project design in a way that minimizes wildfire ignition and incorporates emergency access and evacuation measures. Importantly, the Guidance does not impose additional legal requirements on local governments, nor does it alter any applicable laws or regulations.

The Guidance states that evacuation modeling and planning should be required for all projects located in HFHSZ/ VHFHSZ that present an increased risk of ignition and/or evacuation impacts. It further states that local jurisdictions should require evacuation modeling and planning to be developed prior to project approval to provide maximum flexibility in design modifications necessary to address wildfire risks and impacts.

The Guidance further states that evacuation modeling and analysis must augment existing information when necessary to include adequate analysis of the following:

- Evaluation of the capacity of roadways to accommodate project and community evacuation and simultaneous emergency access.
- Assessment of the timing for evacuation.

- Identification of alternative plans for evacuation. Alternative plans for evacuation would be feasible due to the high ignition resistance level of Project structures.
- Evaluation of the Project's impacts on existing evacuation plans.
- Consideration of the adequacy of emergency access, including the Project's proximity to existing fire services and the capacity of existing services.
- Traffic modeling to quantify travel times under various likely scenarios.

C. Regional Regulations

1. Riverside County Multi-Jurisdictional Local Hazard Mitigation Plan

The purpose of the County's Multi-Jurisdictional Local Hazard Mitigation Plan (County of Riverside 2018) is to identify the County's hazards, review and assess past disaster occurrences, estimate the probability of future occurrences, and set goals to mitigate potential risks to reduce or eliminate long-term risk to people and property from natural and human-made hazards. An important Riverside County Multi-Jurisdictional Hazard Mitigation Plan component is the Community Emergency Response Team (CERT), which educates community members about disaster preparedness and trains them in basic response skills, including fire safety.

2. Riverside County Emergency Operations Plan

The 2019 Riverside County Emergency Operations Plan (EOP) describes a comprehensive emergency management system that provides for a planned response to disaster situations associated with natural disasters, technological incidents, terrorism, and nuclear-related incidents. It delineates operational concepts relating to various emergency situations, identifies components of the Emergency Management Organization, and describes the overall responsibilities for protecting life and property and providing for the overall well-being of the population. The plan also identifies the sources of outside support that might be provided (through mutual aid and specific statutory authorities) by other jurisdictions, state and federal agencies, and the private sector.

D. Local Regulations

1. City of Calimesa Basic Emergency Operations Plan

The primary objective of the City of Calimesa Basic Emergency Operations Plan (EOP) from 2019 is to integrate and synchronize all City facilities and personnel into a streamlined structure capable of promptly and efficiently addressing any emergency situation, including the need for evacuations. Part 2 of the EOP outlines the functions of the City of Calimesa Emergency Operations Center (EOC), which serves as the central administrative body responsible for overseeing and harmonizing the emergency response efforts of different City departments and external agencies. The purpose of the plan is to promote collaboration and coordination among multiple agencies and jurisdictions, specifically fostering effective communication and cooperation between the City of Calimesa, Riverside County, special districts, and state agencies during emergency operations.

2. City of Calimesa Local Hazard Mitigation Plan

The Cit of Calimesa Local Hazard Mitigation Plan was adopted June 2017. The purpose of the Local Hazard Mitigation Plan was to identify the City's hazards, review and assess past disaster occurrences, estimate the probability of future occurrences and set goals to mitigate potential risks to reduce or eliminate long-term risk to people and property from natural and man-made hazards. (City of Calimesa, 2017)

3. City of Calimesa General Plan

The General Plan identifies policies related to wildland fire prevention in the Safety Element. These policies and a discussion of the Project's consistency are discussed in Table 4.11-1, *General Plan Applicability Analysis*, in EIR Subsection 4.11, *Land Use and Planning.*

4. City of Calimesa Municipal Code

Chapter 8.10 of the City of Calimesa Municipal Code declares that weeds, flammable vegetation, and other combustible matter are public nuisances and may be abated as provided in Chapter 8.10. This chapter identifies that "it shall be the duty of every owner, occupant and person in control of any private land or interest in private real property within the city of Calimesa to abate therefrom, and from all sidewalks, trails, easements, and parkways on such property, all weeds, flammable vegetation, and other combustible matter."

Chapter 15.10 of the City of Calimesa Municipal Code adopts the 2019 Edition of the California Fire Code, which establishes the requirements and standards for fire hazard reduction regulations within the City (including additions and deletions to the California Fire Code) to fully protect the health, safety, and welfare of existing and future residents and workers of the City of Calimesa.

Chapter 15.05 of the City of Calimesa Municipal Code is intended to regulate the construction of applicable facilities and encompasses (and formally adopts) associated elements of the CBC. Specifically, this includes regulating the "regulating the erection, construction, enlargement, alteration, repair, moving, removal, demolition, conversion, occupancy, use, height, area and maintenance of all structures and certain equipment therein."

Section 18.75.130 of the City of Calimesa Municipal Code identifies the design criteria for project landscape design documentation. Specifically, for projects in fire-prone areas, a landscape design plan shall address fire safety and prevention. A defensible space or zone around a building or structure is required per Public Resources Code Section 4291(a) and (b).

Chapter 49 of the California Fire Code, as adopted by the City, establishes vegetation management requirements for development within areas identified as High or Very High FHSZ, which includes 100 feet of fuel modification on publicly or privately owned lands adjacent to native or naturalized vegetation. The City requires Fuel Modification Plans for all new development, which are intended to reduce the risk of significant loss, injury, or death involving wildland fires.

4.20.3 Basis for Determining Significance

According to Section XX of Appendix G to the CEQA Guidelines, the proposed Project would result in a significant impact to wildfire, if the Project would be located in or near state responsibility areas or lands classified as very high fire hazard severity zones, and would:

a. *Substantially impair an adopted emergency response plan or emergency evacuation plan;*

b. *Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire;*

c. *Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment;*

d. *Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

4.20.4 Impact Analysis

Threshold a:	***Would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?***

As previously identified, the Project site is within the response area of Fire Station 21 and 22 and is within an area designated as a VHFHSZ within an LRA by the General Plan. As identified on Figure SAF-7 of the General Plan, the evacuation routes in proximity to the Project site include Beckwith Avenue, Singleton Road, Calimesa Boulevard, and I-10.

The City adopted its Local Hazard Mitigation Plan on June 6, 2017. The Local Hazard Mitigation Plan does not identify the Project site as a critical facility or emergency operations center (EOC). Currently, the Project site is mostly undeveloped, except for one vacant residence within the southwestern portion of the site. As discussed under Threshold f in EIR Subsection 4.9, *Hazards and Hazardous Materials*, the Project site does not contain any emergency facilities nor does it serve as an emergency evacuation route. The primary EOC for the City is City Hall located at 908 Park Avenue, Calimesa. The implementation of the Project would not result in any physical impact to the City's existing EOC.

Response to the Project site from the closest existing Fire Station (Fire Station 21) would achieve a 4.2-minute travel time to the entrance of the Project. Total response time including the addition of dispatch and turnout time would result in a total response time of 6.2 to 6.7 minutes to the Project site's entrance. Although above the 5-minute response time goal, the projected response time is less than the current average (6 minutes and 57 seconds [6.95 minutes]). Due to two potential options for the southwest portion of the Project site (residential or church), two scenarios (Scenario A and Scenario B) were analyzed in the Fire Protection Plan. Scenario A assumes that the finished Project would consist of the proposed business park and multifamily residential option and Scenario B assumes that the finished Project would consist of the proposed business

park and the church option. Under Scenario B, the congregants would be coming from the nearby neighborhoods; therefore, the occupants for the church are already accounted for as residents of existing land uses. The estimated annual emergency call volume for the Project site is provided in Table 4.20-2, *Conceptual Calculated Call Volume Scenario A*, and Table 4.20-3, *Conceptual Calculated Call Volume Scenario B*. The evacuation modeling accounted for the light industrial and multifamily units and analyzed weekday commute morning peak hour trips when background traffic was the highest and majority of project trips would be leaving the site. The modeling did not include the church, except for several employees that may be working during the weekday and analyzes the higher trip generator (i.e., 223 multifamily DU). The total maximum population analyzed under Scenario A is projected to be 1,119 people and the total maximum population analyzed under Scenario B is projected to be 1,047 people.

Table 4.20-2 Conceptual Calculated Call Volume Scenario A

Type of Call	Per Capita Call Generation Factor	Number of Estimated Annual Calls (1,119 Persons)
Total Other Calls	0.046	51
Total Fires	0.005	6
Total EMS Calls	0.122	136
Total Calls	0.173	187

Source: (Dudek, 2024a, Table 7a)

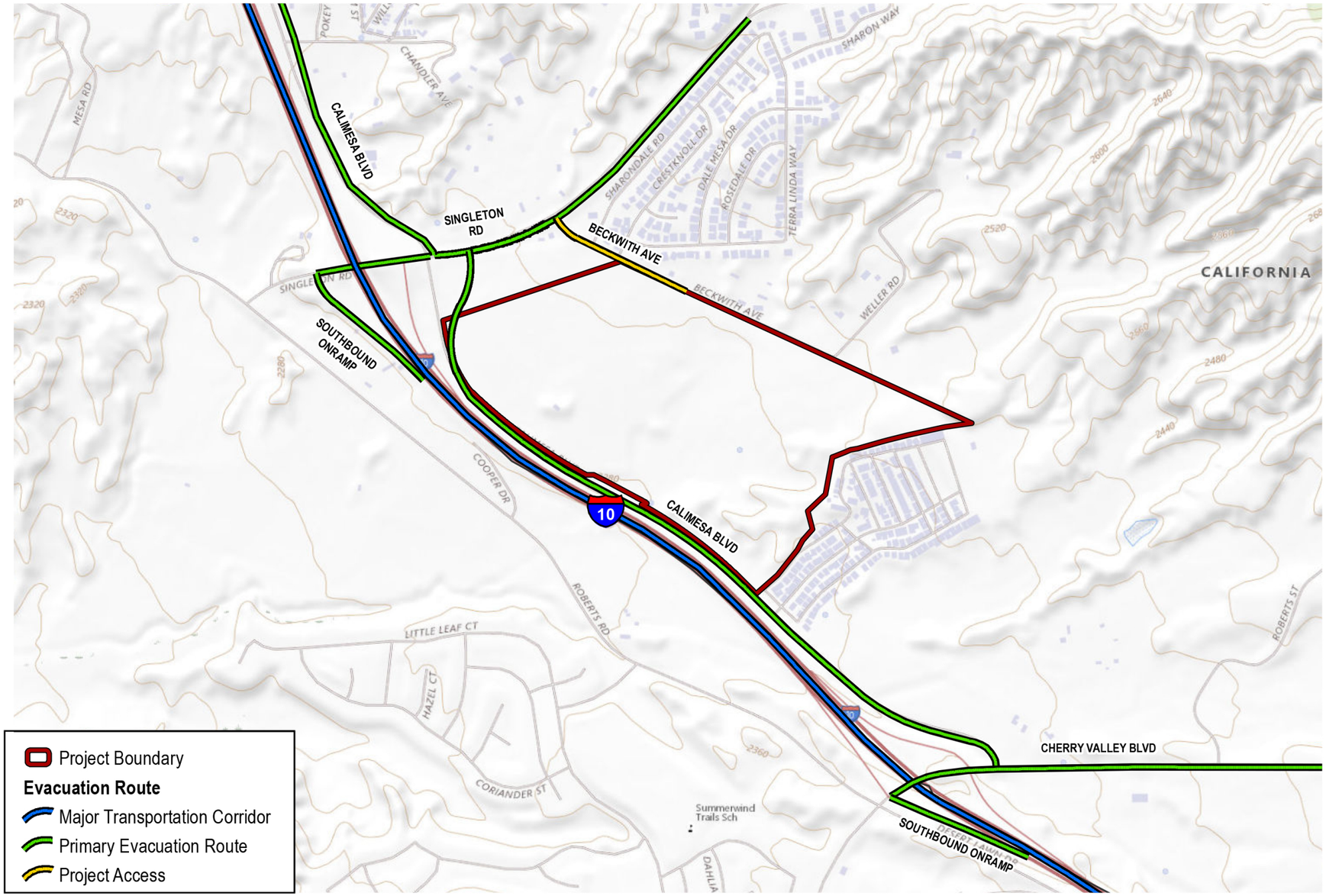
Table 4.20-3 Conceptual Calculated Call Volume Scenario B

Type of Call	Per Capita Call Generation Factor	Number of Estimated Annual Calls (1,047 Persons)
Total Other Calls	0.046	48
Total Fires	0.005	5
Total EMS Calls	0.122	128
Total Calls	0.173	181

Source: (Dudek, 2024a, Table 7b)

Due to the low number of calls, the Project would not adversely impact the overall goal achievement. (Dudek, 2024a)

As previously identified, the Project site does not serve as an emergency evacuation route. It should be noted that Calimesa Boulevard and Singleton Road augment I-10, which is a City established evacuation route as shown on Figure 4.20-3, *Evacuation Routes*. During construction and long-term operation of the Project, adequate emergency access for emergency vehicles would be required to be maintained along public streets that abut the Project site. Maintenance is an important component for the long-term reliability of all Project roadways. Maintenance obligations including routine road surface and roadside vegetation maintenance for on-site roadways outside of the public right of way at the Oak Valley North Project will be the responsibility of the Owner/Property Manager. (Dudek, 2024b) Furthermore, improvements planned as part of the Project are not anticipated to adversely affect emergency vehicle access in the local area, including nearby segments of Calimesa Boulevard, Beckwith Avenue, and Singleton Road. Under Project conditions, Calimesa Boulevard



Source(s): Dudek (December 2023)

Figure 4.20-3

Not to Scale

Evacuation Routes

would provide access to proposed PAs 1 and 2 and Beckwith Avenue would provide direct access to proposed PA 2. Gated emergency vehicle access would be provided internally between PAs 1 and 2; the gate is proposed to limit access to this internal roadway for fire and emergency access only but will not represent an obstructed roadway as there will be a City approved remote and on-site methods for opening the gate in an emergency. Additionally, as part of the City's discretionary review process, the City reviewed the Project's application materials to ensure that appropriate emergency ingress and egress would be available to and from the Project site and that circulation on the Project site was adequate for emergency vehicles.

A Project-specific Wildfire Evacuation Plan ("WEP"; EIR *Technical Appendix Q2*) also was prepared to evaluate the Project's potential impacts on evacuation in the local area in the event of an emergency, such as wildfires. A detailed discussion of the Project's WEP findings and results is presented in EIR Subsection 4.9, *Hazards and Hazardous Materials*. As demonstrated by the analysis presented under Threshold g. in Subsection 4.9, although implementation of the Project and the Project's roadway improvements would result in a 27.47-minute increase in evacuation times during fire events from the east and a 13.02-minute increase in evacuation times during fire events driven from the west, with managed evacuations as set forth by the Riverside County and City of Calimesa Emergency Operations Plans (EOPs) and described in further detail in Subsection 4.9 and *Technical Appendix Q.2*, Emergency Managers would be able to safely evacuate the Project area during wildfire emergencies. Accordingly, and based on the detailed analysis presented under Threshold g. in Subsection 4.9, the proposed Project would result in a less-than-significant impact on evacuation in the local area during emergency situations, including during wildfire events.

***Threshold b*:**	***Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, would the Project thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?***

Under existing conditions, the Project site has varying topography with moderately hilly terrain within the eastern portion of the site. Additionally, the Project site is within an area of Southern California that is subject to Santa Ana winds. Implementation of the Project would result in the conversion of a mostly undeveloped property to a proposed business park, high-density residential use or church use with hardscape and landscape areas (defensible space). As compared to existing conditions, the Project would reduce the potential for wildfire hazards to occur or be exacerbated on-site.

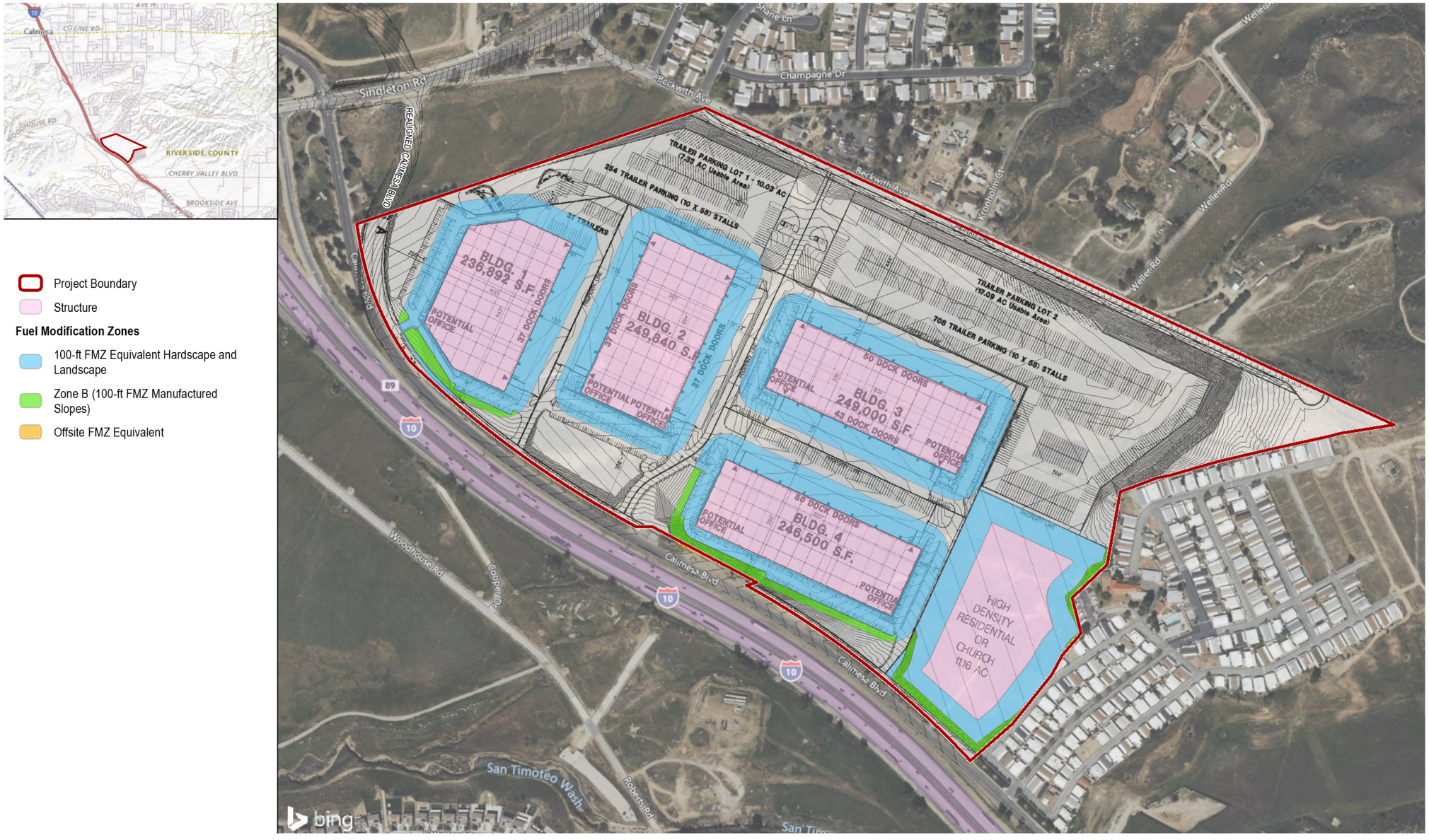
Defensible space is defined as managed and maintained areas adjacent to structures that enable fire suppression activities through the removal of flammable fuels and maintenance of landscapes that would not readily transmit wildfire. Defensible space enables firefighters to safely position themselves at the development edge and begin tactical protection efforts.

A typical fuel modification zone (FMZ) is a strip of land where combustible vegetation is removed and/or modified and partially or totally replaced with more appropriately spaced, drought-tolerant, fire-resistant plants to provide a reasonable level of protection to structures from wildland fire. Although a FMZ is the typical method used to ensure that a Project would not exacerbate wildfire risks and would reduce wildfire-related impacts, other fuel management methods can be used to provide the functional equivalent to a traditional FMZ, such as a fuel modification area (FMA) or fuel maintenance zone.

As shown in Figure 4.20-4, *Proposed Fuel Modification Plan*, the proposed buildings have more than adequate on-site defensible space, which consists of asphalt and concrete roadways, parking stalls, loading zones, and irrigated landscaping. Additionally, it should be noted that the Project site, with the exception of the northern property line, is surrounded by existing asphalt paved roadways and existing development. A description of the FMZ for each building is provided below.

- **Building 1 -** Building 1 is proposed in the northwest corner of the Project site located northeast of Calimesa Boulevard, southeast of the property line (setback from the property line by approximately 150 feet), southwest of the trailer parking, and northwest of Building 2. This building achieves the full 100-foot FMZ. On all four sides, the FMZ overlays paved areas including loading docks, roadways, parking. On the southwest side, a portion of the FMZ may overlay some landscaped areas. Any landscaped areas will comply with FMZ requirements.
- **Building 2 -** Building 2 is proposed northeast of Calimesa Boulevard, southeast of Building 1, southwest of trailer parking, and northwest of Building 3. This building achieves the full 100-foot FMZ. On all four sides, the FMZ overlays paved areas including loading docks, roadways, and parking. To the northeast, the building is setback from the property line and the worst-case fire conditions by approximately 500 feet.
- **Building 3 -** Building 3 is proposed northeast of Building 4, southeast of Building 2, southwest of trailer parking, and northwest of both trailer parking and the second planning area which may become a church or multifamily residential. This building achieves the full 100-foot FMZ. On all four sides, the FMZ overlays paved areas including loading docks, roadways, and parking. To the northeast, the building is setback from the property line and the worst-case fire conditions by approximately 500 feet.
- **Building 4 -** Building 4 is proposed northeast of Calimesa Boulevard, southeast of Building 2, southwest of Building 3, and northwest of the second planning area which may become a church or multifamily residential. This building achieves the full 100-foot FMZ. On all four sides, the FMZ overlays paved areas including loading docks, roadways, and parking. On the southwest side, a portion of the FMZ may overlay some landscaped areas. Any landscaped areas will comply with FMZ requirements.
- **Planning Area 2 (PA 2) Church or Multifamily Residential –** At the time this EIR was prepared, a footprint was not available to analyze, however the surrounding areas inform the proposed footprint. Further RCFD's Fuel Modification Standard states that structures shall not be within 30 feet of a property line. The 30 feet surrounding the structure is anticipated to be paved and/or landscaped. Beyond those 30 feet: to the southwest, Calimesa Boulevard and I-10 provide a firebreak; to the northwest, the area around the PA 2 is paved; to the northeast, the Project is setback from open space by approximately 1,000 feet; to the southeast, there is no open space due to the Rancho Calimesa Mobile Home Park. Any landscaped area will comply with FMZ requirements.

Vegetation management will also be implemented as an interim fuel management area throughout the construction phases for each structure as there may be a period as long as one or more years where developing



Source(s): Dudek (December 2023)

Not to Scale

Figure 4.20-4

Proposed Fuel Modification Plan

phases are exposed on multiple sides to wildland fuels. The FMZs will be implemented according to the applicable RCFD requirements for the entire Project.

As a wildfire burns into the irrigated zone, fire behavior is affected, reducing flame lengths, spread rates and intensity, thus causing wildfires to become spotty. FMZs or "brush management" was initially made part of the Public Resources Code 4290 and 4291 to protect natural resources from fires originating in neighboring developed areas and have since become focused on protecting communities and structures. However, FMZs continue to have the same benefit of buffering preserved open space areas from accidental ignitions within communities. Positioning the low plant density, creating an irrigated zone directly adjacent to the development pad, and implementing defensible space provides a significant buffer between structures and other landscape fire and native vegetation. These techniques aid in preventing ignitions in the built environment but also across the larger landscape. The same way that fuel modification will setback a wildland fire from structures, the fuel modification will setback a structure fire from the more burnable native plants. Embers can be generated by a structure fire and can be blown over the fuel modification into native fuels, but the inclusion of automatic sprinklers in every building combined with the presence of staffed fire stations with fast response times significantly reduces the potential for a structure fire to reach a size that would produce significant impacts. The highest likelihood of vegetation ignitions would be related to roadways. The Project at buildout would reduce the overall risk of wildfire spreading off site with implementation of the fire safety requirements, defensible space, and vegetation management.

According to the Fire Protection Plan, under Project conditions, a worst-case fire under gusty Santa Ana winds and low fuel moistures is expected to move up to 0.1 mph. Flame length values were modeled at 2 feet; spotting is projected to occur up to 0.1 mile from the flaming front. For onshore wind conditions, the worst-case fire is expected to move nearly 0 mph with flame lengths of 1.4 feet. The FMZs for the Project would experience a significant reduction in flame length and intensity as compared to existing conditions. The flames predicted during existing condition modeling during extreme weather conditions would be reduced to a maximum 2 feet. The Project would consist of large industrial structures, large, paved parking areas, and some irrigated and maintained landscaping. The Project's paved area would provide complete fuel breaks where fire cannot occur. The fire risk is no greater or less for the Project than any other similar development in a VHFHSZ due to location, presence of flammable native vegetation, and topography. (Dudek, 2024a, p. 35)

Moreover, all structures, of any occupancy type, would contain and be protected by an automatic, internal fire sprinkler system. Fire sprinkler systems shall be in accordance with RCFD and National Fire Protection Association (NFPA) Standard 13. Fire sprinkler plans for each structure would be submitted and reviewed by RCFD for compliance with the applicable fire and life safety regulations, codes, and ordinances as well as the RCFD Fire Prevention Standards for fire protection systems. The internal waterlines are anticipated to supply sufficient fire flows and pressure to meet the demands required for the Project's interior fire sprinkler systems for all the Project's proposed structures. Fire hydrants would be located along fire access roadways and adjacent to each structure, as determined by the RCFD Fire Marshal and current code requirements to meet operational needs. Fire hydrants would be consistent with applicable Design Standards. (Dudek, 2024a, p. 46)

Should future iterations of the site plan result in buildings that do not achieve a minimum of 100 feet of defensible space, then alternative materials and methods may be proposed to provide the functional

equivalency of a full 100 feet of defensible space. Alternative materials and methods will be to the satisfaction of the RCFD and may include structural hardening enhancements or landscape features, like non-combustible walls.

The Project is not expected to significantly increase the already known fire risk associated with roads; the Project- and off-site improvements would aid in reducing the pre-existing risk. Interior roadways are also not expected to result in significant vehicle ignitions. The internal roadway between PA 1 and 2 will be restricted to serve as an emergency access road only; all but eliminating the fire risk associated with vehicle use on that road. The on-site roadways would comply with all fire department access requirements and be adjacent to fuel modification. Therefore, even if ignition were to occur on the Project interior roadways, it is highly unlikely it would spread beyond the Project site and due to the level of hardscape and the adjacent fuel modification areas, would result in patchy and slow fire spread and reduced fire intensity.

Long-term protection of the development and the surrounding area is dependent on the maintenance of fuel modification as even fire-safe designs can degrade over time. To alleviate this, the Project will conduct regular assessments of the defensible space. During this maintenance, dead and dying material and undesirable plants will be removed. Thinning will also be conducted as necessary to maintain plant spacing and fuel densities. This will keep the defensible space in a highly fire resistive condition free of accumulated flammable debris and plants.

The development of the Project site with the Project would not facilitate or exacerbate the spread of wildfires; thereby exposing Project occupants to pollutant concentrations from a wildfire. Impacts would be less than significant.

Threshold c:	***Would the Project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?***

As discussed above under Threshold b, the Project would implement on-site defensible space to preclude wildfire impacts. These are designed to reduce rather than exacerbate fire risk. Analysis of the Project's construction impacts on other aspects of the environment is provided throughout this EIR. As indicated in Threshold b, vegetation management during construction and operation within defensible space will be performed by the Project owners, tenants, and managers to reduce risk of wildfire. Therefore, impacts associated with construction and maintenance of defensible space would be less than significant.

The Project would result in the construction of on-site, internal roadways, and improvements to Calimesa Boulevard and Beckwith Avenue along the Project site's frontages. The Project's paved roads would be constructed to meet the City's Fire Code requirements and would be incorporated into the defensible space to reduce the Project's potential to spread wildfires. Regular maintenance during construction and operation would be performed to avoid exacerbating fire risk. Therefore, impacts associated with roadway construction and maintenance would be less than significant.

As further discussed in EIR Section 4.19, *Utilities & Service Systems*, the Project would result in the installation of utility infrastructure on-site and would connect to existing utility infrastructure within Calimesa Boulevard and Beckwith Avenue. The installation of the Project's utility infrastructure would be inherent to the Project's construction phase. Specifically, the installation and maintenance of water infrastructure would not exacerbate fire risk and would support the Project's ability to withstand fire by providing required fire flows to the Project site. As discussed under Threshold a above, the Project's paved roads would be incorporated into the defensible space to reduce the Project's potential to spread wildfires and impacts and regular maintenance during construction and operation would be performed to avoid exacerbating fire risk. Common ignition sources in Southern California are related to power lines and vehicles. Power line-based ignitions are a major concern with respect to off-site wildfire impacts. However, this risk would be prevented by burying power lines. Burying power lines significantly eliminates a potential ignition source within the Project site and benefits the larger vicinity. The Project would underground power lines within the Project site. Therefore, impacts associated with utilities construction and maintenance would be less than significant.

Although the Project would result in the installation and maintenance of new infrastructure, the Project's proposed infrastructure would not exacerbate fire risk or result in temporary or ongoing impacts to the environment. Impacts would be less than significant.

Threshold d: ***Would the Project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?***

According to the General Plan Safety Element and FEMA FIRM map No. No. 06065C0785G, the Project site is within an area of minimal flooding. As such, the risk of flooding is low. As further discussed under Threshold c of EIR Subsection 4.10, *Hydrology & Water Quality*, the Project would maintain a similar drainage pattern as compared to existing conditions. Additionally, the implementation of the Project would result in a reduction in peak flows discharging from the Project site. As such, impacts related to downslope/downstream flooding and drainage changes would be less than significant.

As discussed under Threshold a of EIR Subsection 4.7, *Geology & Soils*, no evidence of landslides or deep-seated instability was noted during the Geotechnical Investigation field study. Regardless of landslide susceptibility, the Project would be required by the California Building Code and City Building Code to comply with the recommendations identified in the Project's Geotechnical Investigation, which would ensure that the Project is engineered and constructed to maximize stability and preclude safety hazards to on-site areas. The implementation of the Project is not anticipated to cause potentially substantial risk directly or indirectly, including landslides, due to post-fire slope instability or drainage changes. Impacts would be less than significant.

Based on the foregoing analysis, the Project is not anticipated to expose people or structures to significant risks including downslope or downstream flooding or landslides due to runoff, post-fire instability, or drainage change. Impacts would be less than significant.

4.20.5 Cumulative Impact Analysis

The cumulative study area for the issue of wildfire includes areas within a five-mile radius of the Project site. This study area is appropriate for analysis because fire events located more than five miles from the Project site are unlikely to affect the Project site, and any fires starting in the Project area would not affect lands located more than five miles away.

The Project site does not contain any emergency facilities nor does it serve as an emergency evacuation route, and the Project would not serve as an evacuation route under long-term conditions. During construction and at Project build-out, the proposed Project would be required to maintain adequate access for emergency vehicles. The implementation of the Project would not result in the substantial alteration of an existing roadway such that the Project would interfere directly or indirectly with the implementation of an adopted emergency response or emergency evacuation route. Other cumulative developments similarly would be required to accommodate emergency access and facilities. As such, cumulatively-considerable impacts would be less than significant.

The Project would be required to comply with the City's Local Hazard Mitigation Plan during construction and operation. With respect to evacuation, the cumulative analysis considered the Project in conjunction with surrounding development that would utilize the same evacuation routes during a wildfire. Thus, the Project would not result in a significant cumulative impact.

Further, the Project would implement FMZs and FMAs that will reduce the potential to exacerbate wildfires at the Project and surrounding area. Additionally, the Project's proposed buildings would incorporate an internal sprinkler system and the Project would install fire hydrants on site, which would further reduce the Project's potential to exacerbate wildfire risks. As such, the Project would reduce the potential for wildfires to spread to adjacent properties. Additionally, other development Projects in the area within a VHFHSZ would incorporate FMZs and/or other infrastructure to reduce the potential to spread wildfires. Implementation of the measures will reduce the risk of wildfire spreading from the Project site into surrounding areas and will improve the ability of firefighters to fight fires on the protect property and neighboring properties and resources, irrespective of the cause or location of ignition. As such, the Project would not result in a cumulative impact.

The Project would result in the installation of infrastructure consisting of defensible space and utilities; however, the construction and operation of the proposed infrastructure would comply with applicable State and local standards regulating fire risk. Other projects under construction would also be required to comply with the same State and local building and fire code requirements regarding construction and access. As such, the implementation of the Project would not result in a cumulative impact from the installation or maintenance of associated infrastructure.

The potential hazards related to wildfire addressed under Threshold d are unique to the Project site and are inherently restricted to the specific property proposed for development. That is, issues including downslope or downstream flooding and landslides are specific to the Project site and the immediately surrounding area. Additionally, the Project site would not influence or exacerbate downslope or downstream flooding and

landslides at other, off-site properties. Due to the site-specific nature of these potential hazards and the measures to address them, there would be no direct or indirect connection to similar potential issues or cumulative effect to or from other properties. The Project would not result in a cumulative impact.

4.20.6 Significance of Impacts Before Mitigation

Threshold a: Less-than-Significant Impact. The Project would result in a low number of calls and is not anticipated to interfere with CFD's ability to meet its response time goal. The Project site is not identified as an evacuation route and the City's Local Hazard Mitigation Plan does not identify the Project site as a critical facility or EOC. During construction and at Project build-out, the Project would be required to maintain adequate access for emergency vehicles. Accordingly, the Project would not impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan, and impacts would be less than significant.

Threshold b: Less-than-Significant Impact. The Project would incorporate defensible space, which would consist of asphalt roadways, parking stalls, loading zones, and irrigated landscaping and would comply with the requirements of State and local regulations with respect to construction and maintenance of the Project. Moreover, all structures would be protected by an automatic, internal fire sprinkler system. The development of the Project site with the Project would not facilitate the spread of wildfire and would reduce projected flame lengths to levels that would be manageable by firefighting resources for protecting the site's structures, especially given the ignition resistance of the structures and the planned ongoing maintenance of the entire site landscape. As such, the Project is not anticipated to expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Impacts would be less than significant.

Threshold c: Less-than-Significant Impact. The Project would result in the installation of on-site utility infrastructure that would connect to the existing utility infrastructure within the surrounding roadways. All power lines would be placed underground. Although the Project would result in the installation of associated infrastructure, the Project's proposed infrastructure is not anticipated to exacerbate fire risk or result in temporary or ongoing impacts to the environment. Impacts would be less than significant.

Threshold d: Less-than-Significant Impact. The Project site is within an area of minimal flooding. Additionally, the Project would maintain a similar drainage pattern as compared to existing conditions and would reduce peak flow rates. Thus, improvements proposed as part of the Project would not result in an increase in wildfire hazard-related risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Areas surrounding the Project site also are not classified as having a susceptibility to wildfire hazards, indicating that the chance of wildfires affecting these areas is low. Therefore, the Project would not 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. Impacts would be less than significant.

4.20.7 Applicable Regulations, Design Requirements, and Mitigation

Applicable Regulations and Design Requirements

The following are applicable regulations and design requirements within the City of Calimesa. Although these requirements technically do not meet CEQA's definition for mitigation, they are imposed herein to ensure Project compliance with applicable City regulations and design requirements.

RR 4.20-1 The Project would be required to comply with the applicable codes within the 2022 California Fire Code and 2022 California Building Code.

Mitigation

Significant impacts would not occur; therefore, mitigation measures are not required.

5.0 OTHER CEQA CONSIDERATIONS

5.1 SIGNIFICANT ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED IF THE PROPOSED PROJECT IS IMPLEMENTED

The California Environmental Quality Act (CEQA) Guidelines require that an EIR disclose the significant environmental effects of a project which cannot be avoided if the proposed project is implemented (CEQA Guidelines § 15126[b]). As described in detail in Section 4.0, *Environmental Analysis*, of this EIR, the proposed Project is anticipated to result in three impacts to the environment that cannot be reduced to below a level of significance after the consideration of compliance with applicable laws and regulations, design features proposed by the Project, and the application of feasible mitigation measures. These impacts are as follows:

- Air Quality: Significant and Unavoidable Direct and Cumulatively-Considerable Impact. The Project's proposed land uses are not consistent with the growth assumptions used as inputs in the South Coast Air Quality Management District (SCAQMD) 2022 Air Quality Management Plan (AQMP). In addition, the Project's operational-source air quality emissions would exceed the SCAQMD Regional Thresholds for long-term emissions of nitrogen oxides (NO_X) under land use Scenarios 1 and 3, and the Project's operational-source air quality emissions of Volatile Organic Compounds (VOC), NO_X, and particulate matter smaller than 10 microns (PM_{10}) would exceed the SCAQMD Regional Thresholds for these pollutants with implementation of land use Scenario 2. Accordingly, because the Project's mitigated operational-source emissions of NO_X would exceed the SCAQMD Regional Threshold for this pollutant with implementation of land use Scenarios 1 or 3, and because Project-operational-source emissions of VOC, NO_X, and PM_{10} would exceed the SCAQMD Regional Thresholds for these pollutants under land use Scenario 2, the Project would increase the frequency or severity of existing air quality violations and would cause or contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP. While Mitigation Measures MM 4.3-1 through MM 4.3-8 would reduce the Project's long-term emissions of NO_X (land use Scenarios 1 and 3) and long-term emissions of VOC, NO_X, and PM_{10} (under land use Scenario 2), they would not reduce the Project's long-term emissions of these pollutants to below the SCAQMD regional thresholds of significance. Thus, Project's direct and cumulatively-considerable impacts due to a conflict with or obstruction of the SCAQMD 2022 AQMP would represent a significant and unavoidable impact for which additional mitigation measures are not available.
- Air Quality: Significant and Unavoidable Direct and Cumulatively-Considerable Impact. Implementation of land use Scenarios 1 or 2 would result in emissions of NO_X that would exceed the SCAQMD regional thresholds of significance for this pollutant. In addition, implementation of land use Scenario 2 would result in emissions of VOC, NO_X, and PM_{10} that would exceed the SCAQMD regional thresholds of significance for these pollutants. The SCAB is designated as nonattainment for PM_{10} and O_3, and VOCs and NO_X are precursors to ozone formation. Thus, the Project's emissions of NO_X under land use Scenarios 1 and 2 and the Project's emissions of VOC, NO_X, and PM_{10} under land use Scenario 2 would cumulatively contribute to a net increase of criteria pollutants (PM_{10} and/or O_3)

for which the SCAB is considered nonattainment. Implementation of Mitigation Measures MM 4.3-1 through MM 4.3-8 would reduce the Project's long-term air quality emissions (and would reduce to below a level of significance the Project's emissions of CO and $PM_{2.5}$ under land use Scenario 2); however, the required mitigation would not reduce the Project's emissions of NO_X to below the SCAQMD Regional Threshold for this pollutant under land use Scenarios 1 and 3, and the required mitigation would not reduce the Project's emissions of VOC, NO_X, or PM_{10} to below the SCAQMD Regional Thresholds for these pollutants under land use Scenario 2. Thus, even with implementation of these mitigation measures and with compliance with the anticipated regulations implemented by the EPA and CARB to improve truck efficiency, the estimated long-term emissions generated under full buildout of the proposed Project still would exceed the SCAQMD's regional operational significance thresholds and would cumulatively contribute to the nonattainment designations in the SCAB for PM_{10} (land use Scenario 2) and O_3 (land use Scenarios 1, 2, and 3). Neither the Project Applicant nor the City of Calimesa have regulatory authority to control tailpipe (for emissions of VOC, NO_X, and PM_{10}) or consumer product emissions (for emissions of VOC), and no feasible mitigation measures beyond Mitigation Measures MM 4.3-1 through MM 4.3-8 exist that would reduce Project operational-source NO_X emissions (land use Scenarios 1, 2, and 3) or the Project operational source VOC and PM_{10} (land use Scenario 2) emissions to levels that are less than significant. Therefore, for land use Scenarios 1 and 2, the proposed Project's operational emissions of NO_X, represent a significant and unavoidable impact for which additional mitigation is not available. For land use Scenario 2, the proposed Project's operational emissions of VOC, NO_X, and PM_{10} represent a significant and unavoidable impact for which additional mitigation is not available.

- Greenhouse Gas Emissions: Significant and Unavoidable and Cumulatively-Considerable Impact. At buildout, land use Scenario 1 has the potential to generate a total of approximately 19,386.25 $MTCO_2e$/yr, land use Scenario 2 has the potential to generate 37,524.25 $MTCO_2e$/yr, and land use Scenario 3 has the potential to generate 21,550.16 $MTCO_2e$/yr of greenhouse gas (GHG) emissions, each of which would exceed the SCAQMD's numeric screening threshold of 3,000 $MTCO_2e$/yr. The Project would be subject to compliance with Mitigation Measures MM 4.8-1 through MM 4.8-14. All of the identified mitigation measures would serve to reduce the Project's GHG emissions; however, the resulting level of emission reductions only can be quantified for Mitigation Measures MM 4.8-3 through MM 4.8-8, MM 4.8-10, and MM 4.8-13. Although the required mitigation would reduce the Project's level of GHG emissions by between 6.0% and 11.2% (depending on which land use Scenario is considered), even with the incorporation of mitigation measures the Project's level of GHG emissions still would exceed the 3,000 $MTCO_2e$/yr threshold of significance. Specifically, with mitigation, Project operational emissions would be reduced to 19,386.25 $MTCO_2e$/yr under land use Scenario 1; 37,524.25 $MTCO_2e$/yr under land use Scenario 2; and 21,550.16 $MTCO_2e$/yr under land use Scenario 3. There are no additional feasible mitigation measures available that would further reduce the Project's level of GHG emissions, and as such it would not be feasible to reduce the Project's emissions of GHGs to below the 3,000 $MTCO_2e$/yr threshold of significance. Accordingly, Project impacts due to GHG emissions under land use Scenarios 1 through 3 would be significant and unavoidable impact on both a direct and cumulatively-considerable basis.

- Greenhouse Gas Emissions: Significant and Unavoidable and Cumulatively-Considerable Impact. Although there are no components of the Project that would conflict with the City of Calimesa Climate Action Plan (CAP), since the Project would result in an exceedance of the SCAQMD's numeric threshold of 3,000 metric tons of carbon dioxide equivalents per year ($MTCO_2e$/yr), the Project has been conservatively determined to have the potential to conflict with the CARB 2022 Scoping Plan, which is an applicable greenhouse gas (GHG) reduction plan. The Project would be subject to compliance with Mitigation Measures MM 4.8-1 through MM 4.8-14. All of the identified mitigation measures would serve to reduce the Project's GHG emissions; however, the resulting level of emission reductions only can be quantified for Mitigation Measures MM 4.8-3 through MM 4.8-8, MM 4.8-10, and MM 4.8-13. Although the required mitigation would reduce the Project's level of GHG emissions by between 6.0% and 11.2% (depending on which land use Scenario is considered), even with the incorporation of mitigation measures the Project's level of GHG emissions still would exceed the 3,000 $MTCO_2e$/yr threshold of significance. Specifically, with mitigation, Project operational emissions would be reduced to 19,386.25 $MTCO_2e$/yr under land use Scenario 1; 37,524.25 $MTCO_2e$/yr under land use Scenario 2; and 21,550.16 $MTCO_2e$/yr under land use Scenario 3. As such, it cannot be demonstrated that the Project's level of GHG reductions would ensure Project consistency with the CARB 2022 Scoping Plan. Therefore, Project impacts due to a conflict with the CARB 2022 Scoping Plan would represent a significant and unavoidable cumulatively-considerable impact of the proposed Project.

- Transportation: Significant and Unavoidable Direct and Cumulatively-Considerable Impact. Implementation of land use Scenario 1 would not result in any significant impacts due to Vehicle Miles Traveled (VMT) using the Cumulative Boundary or Origin/Designation (OD) per Service Population (SP) approach. However, while implementation of land use Scenario 2 would result in a net reduction in VMT per SP using the Cumulative Boundary, under the Project VMT Analysis approach land use Scenario 2 would exceed the City's threshold of significance based on the OD VMT per SP method as shown in EIR Table 4.17-10; thus, Project impacts due to VMT with implementation of land use Scenario 2 would be significant. In addition, and as shown in EIR Table 4.17-13 and Table 4.17-14 for the Project VMT Analysis, implementation of land use Scenario 3 would exceed the City's threshold of significance based on the OD VMT per SP method, and also would result in a net increase in VMT per SP under the Cumulative Boundary method; accordingly, VMT impacts associated with land use Scenario 3 would be significant. When considering Total VMT (i.e., VMT associated with Project-related passenger cars and heavy trucks), EIR Table 4.17-17, Table 4.17-20, and Table 4.17-23 show that land use Scenarios 1, 2 and 3 all would exceed the City's threshold of significance. The Project includes a mixture of land uses, which would provide improved destination accessibility and an opportunity for non-motorized travel, and the Project would accommodate a meandering walking trail along Beckwith Avenue and sidewalk along Calimesa Boulevard, both of which ultimately would link on-site residents and/or employees to Singleton Road. In addition, although the Project would be subject to compliance with Mitigation Measures MM 4.17-2 and MM 4.17-3, which would reduce the Project's VMT, the effectiveness of commute trip reduction measures such as those listed in Mitigation Measures MM 4.17-2 and MM 4.17-3 cannot be guaranteed to reduce Project VMT to a level of less than significant. Accordingly, although the Project would be subject to compliance with Mitigation Measures MM 4.17-2 and MM 4.17-3, the Project's VMT per SP still would exceed the City of

Calimesa thresholds of significance. Therefore, the Project's VMT impacts are considered significant and unavoidable for land use Scenarios 2 and 3 when using the OD VMT per SP method, for land use Scenario 3 under the Cumulative Boundary method, and for land use Scenarios 1, 2, and 3 when considering the Project's Total VMT per SP.

5.2 Significant Irreversible Environmental Changes Which Would be Involved in the Proposed Project Should it be Implemented

The CEQA Guidelines require EIRs to address any significant irreversible environmental changes that would be involved in the proposed action should it be implemented (CEQA Guidelines § 15126.2[c]). An environmental change would fall into this category if: a) the project would involve a large commitment of non-renewable resources; b) the primary and secondary impacts of the project would generally commit future generations to similar uses; c) the project involves uses in which irreversible damage could result from any potential environmental accidents; or d) the proposed consumption of resources is not justified (e.g., the project results in the wasteful use of energy).

Determining whether the proposed Project may result in significant irreversible environmental changes requires a determination of whether key non-renewable resources would be degraded or destroyed in such a way that there would be little possibility of restoring them. Natural resources, in the form of construction materials and energy resources, would be used in the construction of the proposed Project, but development of the Project site as proposed would have no measurable adverse effect on the availability of such resources, including resources that may be non-renewable (e.g., fossil fuels). Construction and operation of the proposed Project would not involve the use of large sums or sources of non-renewable energy. Additionally, the Project is required by law to comply with the California Green Building Standards Code (CALGreen), compliance with which reduces a building operation's energy volume that is produced by fossil fuels. The Project would be subject to regulations to reduce the Project's reliance on non-renewable energy sources. The Project also would be subject to the Energy Independence and Security Act of 2007, which contains provisions designed to increase energy efficiency and availability of renewable energy. The Project also would be subject to California Energy Code, or Title 24, which contains measures to reduce natural gas and electrical demand, thus requiring less non-renewable energy resources. The Project would avoid the inefficient, wasteful, and unnecessary consumption of energy during Project construction, operation, maintenance, and/or removal. With mandatory compliance to the energy efficiency regulations and the mitigation measures identified in EIR Subsections 4.3 and 4.8 for Project impacts to air quality and Greenhouse Gas (GHG) emissions, respectively, the Project would not involve the use of large sums or sources of non-renewable energy. A more detailed discussion of Project energy consumption is provided in EIR Subsection 4.6, *Energy*.

EIR Subsection 4.9, *Hazards and Hazardous Materials*, provides an analysis of the proposed Project's potential to transport or handle hazardous materials which, if released into the environment, could result in irreversible damage. As concluded in the analysis, implementation of Mitigation Measures MM 4.9-1 through MM 4.9-4 to would reduce the Project's potential environmental impacts associated with existing hazardous materials at the Project site to below a level of significance, and all contractors working on the property during the Project's construction and all of the future occupants of the Project's buildings would be required to comply

with applicable federal, State, and local regulation related to hazardous materials. As such, construction and long-term operation of the proposed Project would not have the potential to cause significant irreversible damage to the environment, including damage that may result from upset or accident conditions.

5.3 GROWTH INDUCING IMPACT OF THE PROPOSED PROJECT

CEQA requires a discussion of the ways in which the proposed Project would be growth inducing. The CEQA Guidelines identify a project as growth inducing if it would foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment (CEQA Guidelines § 15126.2[e]). New employees and new residential developments represent direct forms of growth. These direct forms of growth have a secondary effect of expanding the size of local markets and inducing additional economic activity in the area.

A project could indirectly induce growth at the local level by increasing the demand for additional goods and services associated with an increase in population or employment and thus reducing or removing the barriers to growth. This typically occurs in suburban or rural environments where population or employment growth results in increased demand for service and commodity markets responding to the new population of residents or employees. Economic growth would likely take place as a result of the proposed Project's operation as a commercial and warehouse development. The Project's construction- and operational-related employees would purchase goods and services in the region, but any secondary increase in employment associated with meeting these goods and services needs would be marginal, accommodated by existing goods and service providers, and highly unlikely to result in any new physical impacts to the environment. Therefore, while the Project would create economic opportunities caused by introducing new job opportunities and residential units to the Project Site, this change would not induce substantial new growth in the region.

Under CEQA, growth inducement is not considered necessarily detrimental, beneficial, or of significance to the environment. Typically, growth-inducing potential of a project would be considered significant if it fosters growth or a concentration of population in excess of what is assumed in pertinent master plans, land use plans, or in projections made by regional planning agencies such as the Southern California Association of Governments (SCAG). Significant growth impacts also could occur if a project provides infrastructure or service capacity to accommodate growth beyond the levels currently permitted by local or regional plans and policies. In general, growth induced by a project is considered a significant impact if it directly or indirectly affects the ability of agencies to provide needed public services, or if it can be demonstrated that the potential growth significantly affects the environment in some other way.

Areas surrounding the Project Site are primarily characterized by existing and planned residential, as well as existing and planned commercial development. Development of the Project site with up to 982,232 square feet (s.f.) of warehouse space, up to 223 residential units, and/or a 1,200-seat church use would not directly induce surrounding properties to develop, because undeveloped areas in the immediate Project vicinity already are designated by the City of Calimesa General Plan for future development with residential and commercial uses. Furthermore, roadway and utility improvements proposed as part of the Project have been designed to serve the proposed Project and would not remove infrastructure-related obstacles to development of other off-site properties. Additionally, with improvements, fee payments, and fair-share monetary contributions, as

would be imposed as conditions of approval for the Project based on the results of the site-specific Traffic Analyses (EIR *Technical Appendix O1, O2,* and *P*), all roadways that would serve the Project would have the capacity to accommodate both Project and cumulative traffic. Based on the analysis provided in EIR Subsection 4.19, *Utilities and Service Systems*, the Project would be adequately served by water service, sewer service, drainage facilities, and other utilities and service systems. Accordingly, the growth-inducing impacts of the Project would be less than significant. The Project is not expected to induce growth of land use changes on other parcels in the vicinity, as other lands surrounding the site are either already developed or planned to be developed consistent with their general plan land use designations.

Furthermore, the proposed Project's improvements to the public infrastructure, including roads, drainage infrastructure, and other utility improvements, are consistent with City of Calimesa's General Plan and would not indirectly induce substantial and unplanned population growth in the local area.

5.4 Effects Fount Not to be Significant During the EIR Scoping Process

An Initial Study was not prepared and was not required for the Project. In accordance with CEQA requirements, this Project EIR evaluates all of the environmental topics contained in Appendix G to the CEQA Guidelines.

6.0 ALTERNATIVES

CEQA Guidelines § 15126.6(a) describes the scope of analysis that is required when evaluating alternatives to proposed projects, as follows:

> *"An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. An EIR is not required to consider alternatives which are infeasible. The lead agency is responsible for selection of a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason."*

6.1 SIGNIFICANT AND UNAVOIDABLE PROJECT IMPACTS

As discussed in Section 4.0 of this EIR, the Project would result in significant adverse environmental effects under three environmental issue areas that cannot be mitigated to below a level of significance after the implementation of Project design features, mandatory regulatory requirements, and feasible mitigation measures. The unavoidable significant impacts are as follows:

- Air Quality: Significant and Unavoidable Direct and Cumulatively-Considerable Impact. The Project's proposed land uses are not consistent with the growth assumptions used as inputs in the South Coast Air Quality Management District (SCAQMD) 2022 Air Quality Management Plan (AQMP). In addition, the Project's operational-source air quality emissions would exceed the SCAQMD Regional Thresholds for long-term emissions of nitrogen oxides (NO_X) under land use Scenarios 1 and 3, and the Project's operational-source air quality emissions of Volatile Organic Compounds (VOC), NO_X, and particulate matter smaller than 10 microns (PM_{10}) would exceed the SCAQMD Regional Thresholds for these pollutants with implementation of land use Scenario 2. Accordingly, because the Project's mitigated operational-source emissions of NO_X would exceed the SCAQMD Regional Threshold for this pollutant with implementation of land use Scenarios 1 or 3, and because Project-operational-source emissions of VOC, NO_X, and PM_{10} would exceed the SCAQMD Regional Thresholds for these pollutants under land use Scenario 2, the Project would increase the frequency or severity of existing air quality violations and would cause or contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP. While Mitigation Measures MM 4.3-1 through MM 4.3-8 would reduce the Project's long-term emissions of NO_X (land use Scenarios 1 and 3) and long-term emissions of VOC, NO_X, and PM_{10} (under land use Scenario 2), they would not reduce the Project's long-term emissions of these pollutants to below the SCAQMD regional thresholds of significance. Thus, Project's direct and cumulatively-considerable impacts due to a conflict with or obstruction of the SCAQMD 2022 AQMP

would represent a significant and unavoidable impact for which additional mitigation measures are not available.

- Air Quality: Significant and Unavoidable Direct and Cumulatively-Considerable Impact. Implementation of land use Scenarios 1 or 2 would result in emissions of NO_X that would exceed the SCAQMD regional thresholds of significance for this pollutant. In addition, implementation of land use Scenario 2 would result in emissions of VOC, NO_X, and PM_{10} that would exceed the SCAQMD regional thresholds of significance for these pollutants. The SCAB is designated as nonattainment for PM_{10} and O_3, and VOCs and NO_X are precursors to ozone formation. Thus, the Project's emissions of NO_X under land use Scenarios 1 and 2 and the Project's emissions of VOC, NO_X, and PM_{10} under land use Scenario 2 would cumulatively contribute to a net increase of criteria pollutants (PM_{10} and/or O_3) for which the SCAB is considered nonattainment. Implementation of Mitigation Measures MM 4.3-1 through MM 4.3-8 would reduce the Project's long-term air quality emissions (and would reduce to below a level of significance the Project's emissions of CO and $PM_{2.5}$ under land use Scenario 2); however, the required mitigation would not reduce the Project's emissions of NO_X to below the SCAQMD Regional Threshold for this pollutant under land use Scenarios 1 and 3, and the required mitigation would not reduce the Project's emissions of VOC, NO_X, or PM_{10} to below the SCAQMD Regional Thresholds for these pollutants under land use Scenario 2. Thus, even with implementation of these mitigation measures and with compliance with the anticipated regulations implemented by the EPA and CARB to improve truck efficiency, the estimated long-term emissions generated under full buildout of the proposed Project still would exceed the SCAQMD's regional operational significance thresholds and would cumulatively contribute to the nonattainment designations in the SCAB for PM_{10} (land use Scenario 2) and O_3 (land use Scenarios 1, 2, and 3). Neither the Project Applicant nor the City of Calimesa have regulatory authority to control tailpipe (for emissions of VOC, NO_X, and PM_{10}) or consumer product emissions (for emissions of VOC), and no feasible mitigation measures beyond Mitigation Measures MM 4.3-1 through MM 4.3-8 exist that would reduce Project operational-source NO_X emissions (land use Scenarios 1, 2, and 3) or the Project operational source VOC and PM_{10} (land use Scenario 2) emissions to levels that are less than significant. Therefore, for land use Scenarios 1 and 2, the proposed Project's operational emissions of NO_X, represent a significant and unavoidable impact for which additional mitigation is not available. For land use Scenario 2, the proposed Project's operational emissions of VOC, NO_X, and PM_{10} represent a significant and unavoidable impact for which additional mitigation is not available.

- Greenhouse Gas Emissions: Significant and Unavoidable and Cumulatively-Considerable Impact. At buildout, land use Scenario 1 has the potential to generate a total of approximately 19,386.25 $MTCO_2e$/yr, land use Scenario 2 has the potential to generate 37,524.25 $MTCO_2e$/yr, and land use Scenario 3 has the potential to generate 21,550.16 $MTCO_2e$/yr of greenhouse gas (GHG) emissions, each of which would exceed the SCAQMD's numeric screening threshold of 3,000 $MTCO_2e$/yr. The Project would be subject to compliance with Mitigation Measures MM 4.8-1 through MM 4.8-14. All of the identified mitigation measures would serve to reduce the Project's GHG emissions; however, the resulting level of emission reductions only can be quantified for Mitigation Measures MM 4.8-3 through MM 4.8-8, MM 4.8-10, and MM 4.8-13. Although the required mitigation would reduce the Project's level of GHG emissions by between 6.0% and 11.2% (depending on which land use Scenario

is considered), even with the incorporation of mitigation measures the Project's level of GHG emissions still would exceed the 3,000 $MTCO_2e$/yr threshold of significance. Specifically, with mitigation, Project operational emissions would be reduced to 19,386.25 $MTCO_2e$/yr under land use Scenario 1; 37,524.25 $MTCO_2e$/yr under land use Scenario 2; and 21,550.16 $MTCO_2e$/yr under land use Scenario 3. There are no additional feasible mitigation measures available that would further reduce the Project's level of GHG emissions, and as such it would not be feasible to reduce the Project's emissions of GHGs to below the 3,000 $MTCO_2e$/yr threshold of significance. Accordingly, Project impacts due to GHG emissions under land use Scenarios 1 through 3 would be significant and unavoidable impact on both a direct and cumulatively-considerable basis.

- Greenhouse Gas Emissions: Significant and Unavoidable and Cumulatively-Considerable Impact. Although there are no components of the Project that would conflict with the City of Calimesa Climate Action Plan (CAP), since the Project would result in an exceedance of the SCAQMD's numeric threshold of 3,000 metric tons of carbon dioxide equivalents per year ($MTCO_2e$/yr), the Project has been conservatively determined to have the potential to conflict with the CARB 2022 Scoping Plan, which is an applicable greenhouse gas (GHG) reduction plan. The Project would be subject to compliance with Mitigation Measures MM 4.8-1 through MM 4.8-14. All of the identified mitigation measures would serve to reduce the Project's GHG emissions; however, the resulting level of emission reductions only can be quantified for Mitigation Measures MM 4.8-3 through MM 4.8-8, MM 4.8-10, and MM 4.8-13. Although the required mitigation would reduce the Project's level of GHG emissions by between 6.0% and 11.2% (depending on which land use Scenario is considered), even with the incorporation of mitigation measures the Project's level of GHG emissions still would exceed the 3,000 $MTCO_2e$/yr threshold of significance. Specifically, with mitigation, Project operational emissions would be reduced to 19,386.25 $MTCO_2e$/yr under land use Scenario 1; 37,524.25 $MTCO_2e$/yr under land use Scenario 2; and 21,550.16 $MTCO_2e$/yr under land use Scenario 3. As such, it cannot be demonstrated that the Project's level of GHG reductions would ensure Project consistency with the CARB 2022 Scoping Plan. Therefore, Project impacts due to a conflict with the CARB 2022 Scoping Plan would represent a significant and unavoidable cumulatively-considerable impact of the proposed Project.

- Transportation: Significant and Unavoidable Direct and Cumulatively-Considerable Impact. Implementation of land use Scenario 1 would not result in any significant impacts due to Vehicle Miles Traveled (VMT) using the Cumulative Boundary or Origin/Designation (OD) per Service Population (SP) approach. However, while implementation of land use Scenario 2 would result in a net reduction in VMT per SP using the Cumulative Boundary, under the Project VMT Analysis approach land use Scenario 2 would exceed the City's threshold of significance based on the OD VMT per SP method as shown in EIR Table 4.17-10; thus, Project impacts due to VMT with implementation of land use Scenario 2 would be significant. In addition, and as shown in EIR Table 4.17-13 and Table 4.17-14 for the Project VMT Analysis, implementation of land use Scenario 3 would exceed the City's threshold of significance based on the OD VMT per SP method, and also would result in a net increase in VMT per SP under the Cumulative Boundary method; accordingly, VMT impacts associated with land use Scenario 3 would be significant. When considering Total VMT (i.e., VMT associated with Project-related passenger cars and heavy trucks), EIR Table 4.17-17, Table 4.17-20, and Table 4.17-23 show

that land use Scenarios 1, 2 and 3 all would exceed the City's threshold of significance. The Project includes a mixture of land uses, which would provide improved destination accessibility and an opportunity for non-motorized travel, and the Project would accommodate a meandering walking trail along Beckwith Avenue and sidewalk along Calimesa Boulevard, both of which ultimately would link on-site residents and/or employees to Singleton Road. In addition, although the Project would be subject to compliance with Mitigation Measures MM 4.17-2 and MM 4.17-3, which would reduce the Project's VMT, the effectiveness of commute trip reduction measures such as those listed in Mitigation Measures MM 4.17-2 and MM 4.17-3 cannot be guaranteed to reduce Project VMT to a level of less than significant. Accordingly, although the Project would be subject to compliance with Mitigation Measures MM 4.17-2 and MM 4.17-3, the Project's VMT per SP still would exceed the City of Calimesa thresholds of significance. Therefore, the Project's VMT impacts are considered significant and unavoidable for land use Scenarios 2 and 3 when using the OD VMT per SP method, for land use Scenario 3 under the Cumulative Boundary method, and for land use Scenarios 1, 2, and 3 when considering the Project's Total VMT per SP.

6.2 ALTERNATIVES UNDER CONSIDERATION

CEQA Guidelines § 15126.6(e) requires that an EIR include an alternative that describes what would reasonably be expected to occur on the Project site in the foreseeable future if the Project were not approved, based on current plans and consistent with available infrastructure and community services (i.e., "No Project" Alternative). For projects that include a revision to an existing land use plan, the "No Project" Alternative may be the continuation of the existing land use plan into the future. For projects other than a land use plan (for example, a development project on an identifiable property), the "No Project" Alternative is considered to be a circumstance under which the project does not proceed (CEQA Guidelines § 15126.6(e)(3)(A-B)). For the alternatives analysis in this EIR, the potential scenario where the Project site remains in its current undeveloped condition is considered to be the "No Development Alternative (NDA)," while the potential scenario where the existing General Plan land use plan is implemented is considered to be the "No Project (Existing General Plan) Alternative (NPA)."

In compliance with CEQA Guidelines § 15126.6(a), an EIR must describe "a range of reasonable alternatives to the project, or to the location of the project which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project." The EIR need not consider every conceivable alternative; rather it must consider a reasonable range of potentially feasible alternatives to the project, or to the location of the project, which would avoid or substantially lessen significant effects of the project, even if "these alternatives would impede to some degree the attainment of the project objectives, or would be more costly" (CEQA Guidelines § 15126.6(b)).

The following scenarios are identified by the City of Calimesa as potential alternatives to implementation of the proposed Project. The Reduced Project Alternative is considered the Environmentally Superior Alternative pursuant to CEQA Guidelines § 15126.6.

6.2.1 No Development Alternative

The No Development Alternative (NDA) considers no development/disturbance on the Project site beyond that which occurs under existing conditions. As such, the Project site would continue to consist of 110.2 acres of vacant and undeveloped land containing an abandoned single-family residence. Under the NDA, no improvements would be made to the Project site and none of the Project's roadway, utility, or other infrastructure improvements would occur. Under the NDA, there would be no General Plan Amendment or Zone Change, and none of the Project's DPR or CUP applications would be proposed. This Alternative was selected by the Lead Agency to compare the environmental effects of the proposed Project with an alternative that would leave the Project site in its existing condition.

6.2.2 No Project (Existing General Plan) Alternative ("NPA")

The "No Project (Existing General Plan) Alternative" (herein, "NPA") assumes development of the 110.2-acre property in accordance with the site's adopted General Plan land use designations. Figure 2-4 in EIR Subsection 2.0 depicts the site's existing General Plan land use designations. As shown, under existing conditions the Project site is designated by the General Plan for development with "Business Park (BP)" land uses on 47.5 acres, "Light Industrial (LI)" land uses on 31.4 acres, and "Residential Low Medium (RLM)" land uses on 31.3 acres. The City of Calimesa General Plan allows for development of BP and LI land uses up to a maximum Floor Area Ratio (FAR) of 0.50, while the General Plan allows for development of RLM land uses at densities ranging from 4.1 to 7.0 dwelling units per acre (du/ac). However, for purposes of analysis and in order to provide a more realistic estimation of likely development intensity based on the site's existing General Plan land use designations, it is assumed that BP and LI land uses would be developed at a FAR of approximately 0.40, which generally is consistent with the intensity of the Project's four warehouse buildings (0.39 FAR). In addition, it is assumed that RLM uses would be developed at the mid-point density of 5.6 du/ac (i.e., 4.1 du/ac + 7.0 du/ac ÷ 2 = 5.6 du/ac). Accordingly, and as summarized in Table 6-1, *No Project (Existing General Plan) Alternative Land Use Summary*, implementation of the NPA would result in approximately 1,374,754 s.f. of building area within the BP and LI portions of the site, and up to 175 single-family dwelling units on lot sizes generally ranging from 6,000 s.f. to 10,000 s.f. This Alternative was selected by the Lead Agency to compare the environmental effects of the proposed Project with an alternative that would allow for buildout of the Project site in accordance with the site's adopted General Plan land use designations.

Table 6-1 No Project (Existing General Plan) Alternative Land Use Summary

Adopted General Plan Land Use Designations	Acres	Allowable Intensity[1]	Probable Intensity[2]	No Project (Existing General Plan) Alternative Land Use Summary[1]
Business Park (BP)	47.5	Up to 0.50 FAR	0.40 FAR	827,640 s.f.
Light Industrial (LI)	31.4	Up to 0.50 FAR	0.40 FAR	547,114 s.f.
Residential Low Medium (RLM)	31.3	4.1 to 7.0 du/ac	5.6 du/ac	175 du
Totals:	**110.2**	**--**	**--**	**1,374,754 s.f. 175 du**

1. FAR = Floor Area Ratio; du/ac = dwelling units per acre; s.f. = square feet; du = dwelling units.
2. Probable Intensity of 0.40 FAR is assumed for BP and L-I land uses, consistent with the FAR associated with the Project's four warehouse buildings. Intensity for RLM uses is based on the mid-point density for the RLM designation.

6.2.3 Reduced Project Alternative (RPA)

The Reduced Project Alternative (RPA) considers development of the northerly 95.6 acres of the Project site (OVNSP Planning Area 1) with warehouse building area that is 30% smaller than the warehouse buildings proposed under the Project, and considers development of the southern 11.2 acres of the Project site (OVNSP Planning Area 2) with up to 223 multi-family dwelling units or a church. As summarized in Table 6-2, *Reduced Project Alternative (RPA)*, implementation of the RPA would allow for up to 687,562 s.f. of warehouse building area. Based on the analyses presented in EIR Section 4.0, high-cube warehouse uses (as is proposed under land use Scenarios 1 and 3) would result in reduced environmental impacts as compared to high-cube parcel hub warehouse uses (as is proposed under land use Scenario 2). Accordingly, it is assumed that the warehouse buildings under the RPA would be occupied by high-cube warehouse uses under this alternative. Although a reduction in the number of dwelling units allowed under the RPA would further reduce impacts to the environment as compared to development under land use Scenarios 1 and 3, no reduction in the number of dwelling units within OVNSP Planning Area 2 is proposed because State Senate Bill (SB) 330 requires that the Project be designed to include residential zoning on site that would accommodate a minimum of 223 multi-family dwelling units. Accordingly, implementation of the RPA would allow for a total of 687,562 s.f. of warehouse building area and up to 223 multi-fapmily dwelling units or a church. This alternative was selected to allow the Lead Agency (City of Calimesa) to consider a design for the Project site that would reduce the Project's significant and unavoidable impacts due to air quality emissions, GHG emissions, and due to VMT.

Table 6-2 Reduced Project Alternative (RPA)

Bldg #	Total Building Size	Office Size	Warehouse Size
1	165,824 s.f.	20,000 s.f.	145,824 s.f.
2	174,888 s.f.	20,000 s.f.	154,888 s.f.
3	174,300 s.f.	20,000 s.f.	154,300 s.f.
4	172,550 s.f.	20,000 s.f.	152,550 s.f.
Totals:	**687,562 s.f.**	**80,000 s.f.**	**607,562 s.f.**

6.2.4 Storage Lot Alternative (SLA)

The Storage Lot Alternative (SLA) considers development of the northerly 95.6 acres of the Project site (OVNSP Planning Area 1) with a truck and trailer storage lot and 11.2 acres of the Project site (OVNSP Planning Area 2) with up to 223 multi-family dwelling units or a church. No warehouse buildings would be constructed. This alternative was selected to allow the Lead Agency (City of Calimesa) to consider a design for the Project site that would reduce the Project's significant and unavoidable impacts due to air quality emissions, GHG emissions, and due to VMT.

6.3 ALTERNATIVES CONSIDERED AND REJECTED

An EIR is required to identify any alternatives that were considered by the Lead Agency but were rejected as infeasible. Among the factors described by CEQA Guidelines § 15126.6 in determining whether to exclude alternatives from detailed consideration in the EIR are: a) failure to meet most of the basic project objectives, b) infeasibility, or c) inability to avoid significant environmental impacts. With respect to the feasibility of potential alternatives to the Project, CEQA Guidelines § 15126.6(f)(1) notes:

> *"Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries…and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site…"*

In determining an appropriate range of alternatives to be evaluated in this EIR, two alternatives were initially considered and, for a variety of reasons, rejected. The alternatives were rejected because either: 1) they could not accomplish the basic objectives of the Project, 2) would not have resulted in a reduction of significant adverse environmental impacts, or 3) was considered infeasible to construct or operate. A summary of the alternatives that were considered but rejected are described below.

6.3.1 LARGER BUILDINGS ALTERNATIVE

The Project Applicant initially submitted applications to the City that proposed development of the Project site with up to 1,515,888 square feet of warehouse space spread between three (3) large warehouse buildings on approximately 87.0 acres, 126 residential units on approximately 6.3 acres, with a density of 20 dwelling units (du) per acre (ac), and 96 residential units on approximately 13.7 acres, with a density of 7 du/ac. In place or some or all of the proposed residential units, a 1,200 seat congregation church was proposed as an alternative use. Applications for this development proposal were subsequently revised by the Project Applicant to reflect the Project described in Section 3.0 of this EIR. Because the Larger Buildings Alternative would result in more building space that the currently proposed Project and would generate more vehicle trips, employees, and concomitant air pollution and noise, this alternative was rejected from further consideration.

6.3.2 DIFFERENT LAND USE ARRANGEMENTS ALTERNATIVES

Alternatives were considered but rejected that considered arranging the Project's land uses within the Project site boundaries differently than proposed by the Project. Specifically, a land use arrangement was considered that positioned the proposed warehouse buildings closer to Beckwith Avenue and the proposed trailer lots closer to Calimesa Boulevard. No substantively measurable environmental improvements would be gained by arranging the land uses differently. The same extent of physical land area would be disturbed, the same amount of traffic would be generated, and air pollutant emissions, greenhouse gas emissions, and noise effects would be the same regionally and substantially similar locally.

6.3.3 Alternative Sites

CEQA does not require that an analysis of alternative sites always be included in an EIR. However, if the surrounding circumstances make it reasonable to consider an alternative site, then this alternative should be considered and analyzed in the EIR. In making the decision to include or exclude analysis of an alternative site, the "key question and first step in analysis is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need to be considered for inclusion in the EIR" (State CEQA Guidelines § 15126.6(f) (2)).

Based on a review of aerial photography, the City of Calimesa General Plan land use map and a list of approved/pending development proposals within the City of Calimesa and nearby jurisdictions, there are no other available, undeveloped properties of similar size (i.e., approximately 110.2 acres) that are zoned for and adjacent to other properties designated for urban development and that would reduce or avoid the Project's significant and unavoidable impacts. For example, development of the Project at an alternative site location would not reduce or avoid the Project's significant and unavoidable air quality impacts due to operational-related VOC, NO_X, and/or PM_{10} emissions, as it would not be possible to develop 902,232 s.f. of warehouse building space, 223 high-density dwelling units, and/or a 1,200-seat church use without exceeding the SCAQMD Regional Thresholds for one or more of these pollutants under long-term operational conditions. Additionally, developing the Project at a different location would not avoid the Project's significant and unavoidable impacts due to GHG emissions, as the Project's unavoidable GHG impacts largely are due to mobile-source emissions, and the amount of traffic that would be generated by the Project's land uses would not change at a different site location. In addition, a different site location would merely shift the Project's unavoidable impacts due to VMTs to a different location, and it is possible if not likely that similar or more severe VMT impacts could occur at off-site locations if the Project were instead to be developed in an area with a more balanced ratio of jobs and housing and/or in a location that is located further from regional transportation facilities, such as freeways. For these reasons, the City of Calimesa finds that evaluation of an alternative site location is not required for the Project because alternative site locations would not reduce or avoid the Project's significant environmental effects.

6.3.4 Jurisdictional Resource Avoidance Alternative (JRAA)

The Jurisdictional Resource Avoidance (JRAA) would entail construction of Buildings 1 and 2 and truck trailer Lot 1 in the northern portions of the Project site, but would preserve as undeveloped open space the approximately 58.12 acres of the Project site proposed for development with warehouse Buildings 3 and 4 and truck trailer Lot 2 under the proposed Project, and also would preserve as undeveloped open space and the approximately 11.2 acres in the southern portions of the Project site proposed for development with multi-family residential or church uses under the proposed Project. Thus, implementation of this alternative would allow for the development of up to 486,732 s.f. of warehouse building area on 30.28 acres, with the remaining 79.92 acres consisting of undeveloped open space. Under this alternative, the Project Applicant would construct roadway improvements along Calimesa Boulevard and Beckwith Avenue where these roadways abut the proposed warehouse buildings and truck trailer storage lot, but no improvements would occur to the portions of Calimesa Boulevard and Beckwith Avenue that abut the 79.92 acres of undeveloped open space.

This alternative was rejected from detailed consideration in this EIR because this alternative would negatively impact the Project Applicant's potential return on its investment to the extent that it would be completely infeasible, and also would result in a substantial reduction in the amount of property taxes that would be generated by the Project site and other Project benefits, as well as fail to accomplish a number of the Project's objectives. Additionally, under this alternative there would be no improvements to Calimesa Boulevard or Beckwith Avenue where these roadways abut areas to be left undeveloped on site, and thus this alternative would conflict with the City of Calimesa General Plan Circulation Element. Additionally, because OVNSP Planning Area 2 would not be designated for development with residential uses, this alternative also would be infeasible because it would conflict with the zoning requirements established as part of California Senate Bill (SB) 330, which prohibits the reduction of residential zoning without concurrently accommodating additional housing at alternative site locations. Furthermore, this alternative generally would not be as effective as the proposed Project in meeting the Project's objectives. Moreover, analysis of potential environmental effects associated with the JRAA would be similar to the Reduced Project Alternative (RPA) as evaluated in subsection 6.4.3. Additionally, the analysis in EIR Subsection 4.4, *Biological Resources*, demonstrates that with implementation of mitigation measures, the Project's impacts to areas considered jurisdictional by the California Department of Fish and Wildlife and/or under the MSHCP would be reduced to less-than-significant levels; thus, implementation of the JRAA would not reduce any of the Project's significant effects (following mitigation). Accordingly, and for the foregoing reasons, the JRAA is rejected from detailed consideration as part of this EIR.

6.4 ALTERNATIVE ANALYSIS

The following discussion compares the impacts of each alternative considered by the Lead Agency with the impacts of the proposed Project, as detailed in EIR Subsection 4.0, *Environmental Analysis*. A conclusion is provided for each impact as to whether the alternative results in one of the following (1) reduction or elimination of the proposed Project's impact, (2) a greater impact than would occur under the proposed Project, (3) the same impact as the proposed Project, or (4) a new impact in addition to the proposed Project's impacts. Table 6-4, *Alternatives to the Project – Comparison of Environmental Impacts*, located at the end of this Section, compares the environmental hazard and resource impacts of the alternatives with those of the proposed Project and identifies the ability of the alternative to meet the basic objectives of the Project. The fundamental purpose and goal of the Oak Valley North Project is to construct and operate an economically viable development in the City of Calimesa near I-10 that contains a complementary mixture of business park and high-density residential or church uses. The specific objectives of the proposed Project are:

A. To efficiently develop an underutilized property with a complementary mix of land uses, including residential, institutional, and business park land uses, with a design that takes topographic, geologic, hydrologic, and environmental opportunities and constraints into consideration.

B. To establish a master-planned development in a manner that is sensitive to the environment as well as visually and functionally compatible with surrounding existing and proposed land uses.

C. Expand economic development, facilitate job creation, and increase the tax base for the City of Calimesa by establishing new business park uses adjacent to or near the State highway system.

D. Establish supply chain uses adjacent to or near designated truck routes and/or the State highway system to avoid or shorten vehicular trip lengths on other roadways.

E. Attract employment-generating businesses to the City of Calimesa to reduce the need for members of the local workforce to commute outside the area for employment, thereby improving the jobs-housing balance in the City and nearby areas beyond the City boundary.

F. Provide an opportunity to establish higher-density residential uses with access to Calimesa Boulevard to assist the City of Calimesa in potentially producing needed multi-family housing consistent with state housing laws.

G. Provide an opportunity to establish a place of worship (church) to serve residents of the City of Calimesa and surrounding areas.

H. To require project design elements such as architecture, landscaping, color, paving, walls, fencing, signage, entry treatments, and other similar design features that would ensure that the property is developed in a manner that is aesthetically pleasing.

6.4.1 No Development Alternative

The No Development Alternative (NDA) considers no development/disturbance on the Project site beyond that which occurs under existing conditions. Under the NDA, there would be no General Plan Amendment or Zone Change, and none of the Project's DPR or CUP applications would be proposed. As such, the Project site would continue to consist of 110.2 acres of vacant and undeveloped land that contains an abandoned single-family residence. Under the NDA, no improvements would be made to the Project site and none of the Project's roadway, utility, or other infrastructure improvements would occur. This Alternative was selected by the Lead Agency to compare the environmental effects of the proposed Project with an alternative that would leave the Project site in its existing condition.

A. Aesthetics

The NDA considers no development or disturbance on the Project site beyond that which occurs under existing conditions. As such, the 110.2-acre site would remain vacant and undeveloped. Thus, the Project's less-than-significant impacts to scenic vistas and existing visual character would be avoided under this Alternative. The Project site is not visible from any designated or eligible scenic highways; thus, impacts to scenic highways would be less than significant and similar to the proposed Project. Although the Project would be subject to compliance with City of Calimesa Chapter 18.120 and would result in less-than-significant light and glare impacts, no new lighting sources or sources of potential glare would occur on site under the NDA; thus, impacts associated with light and glare would be reduced in comparison to the proposed Project.

B. *Agriculture and Forestry Resources*

Under the NDA, no new development would occur on site. Thus, implementation of the NDA would avoid the Project's less-than-significant impacts due the conversion of approximately 87.0 acres of "Farmland of Local Importance," 1.3 acres of "Other Lands," and 21.9 acres of "Urban and Built-up Land" to non-agricultural use, although none of these classifications comprise important Farmland types as defined by Appendix G to the State CEQA Guidelines, the City of Calimesa, or the California Department of Conservation (CDC). Neither the Project nor the NDA would result in a conflict with existing agricultural zoning or land subject to a Williamson Act, and impacts would be less than significant and similar. However, the NDA would avoid the Project's less-than-significant impacts due to a conflict with existing agricultural uses, as the Project site would continue to be available for agricultural uses under the NDA. There are no other components of the Project or the NDA that could result in the conversion of Farmland to non-agricultural use, and the level of impact would be the same. Similarly, neither the Project nor the NDA would result in impacts due to the conversion of forest land to non-forest uses, and the level of impact would be the same.

C. *Air Quality*

Under the NDA, there would be no new construction or development on the Project site. Although construction-related emissions under the proposed Project would be mitigated to below a level of significance, implementation of the NDA would not result in any construction-related emissions and the Project's less-than-significant construction-related air quality impacts would therefore be avoided. Additionally, because the NDA would not involve any new development on site, implementation of the NDA would not result in any new air quality emissions and implementation of the NDA would avoid the Project's significant and unavoidable impacts due to operational-related emissions of VOC, NO_X, CO, and PM_{10}. Furthermore, implementation of the NDA would avoid the Project's significant and unavoidable impacts due to a conflict with the 2022 SCAQMD AQMP. Although implementation of the proposed Project would result in less-than-significant impacts due to the exposure of sensitive receptors to substantial pollution concentrations (following the implementation of mitigation), these less-than-significant impacts would be completely avoided under the NDA. Similarly, the Project's less-than-significant impacts due to construction- or operational-related odor emissions would be avoided under the NDA.

D. *Biological Resources*

With implementation of the NDA, there would be no new construction or development on the Project site. As such, the NDA would avoid all of the Project's significant but mitigable impacts to biological resources. Specifically, the NDA would avoid the Project's significant but mitigable impacts to the burrowing owl, nesting birds, Crotch's bumble bee, fairy shrimp, bats, ~~0.86-acre~~1.26 acres of California Department of Fish and Wildlife (CDFW) streambed/State waters (inclusive of ~~0.73-acre~~1.14 acres of Western Riverside County Multiple Species Habitat Conservation Plan [MSHCP] riverine resources), existing oak trees on site that are regulated by Chapter 18.80 of the City of Calimesa Municipal Code, and existing non-oak trees regulated by Section 18.70.120 of the City of Calimesa Municipal Code. Additionally, the NDA would avoid the Project's significant but mitigable impacts due to a conflict with the MSHCP, including impacts to ~~0.73-acre~~1.14 acres of MSHCP riverine resources, impacts associated with invasive plant species, and impacts to the burrowing owl. Thus, impacts to biological resources would be completely avoided under the NDA.

E. Cultural Resources

Under the NDA, no new development would occur on site. Although the Project would not result in impacts to any known historical resources, the NDA would nonetheless avoid the Project's less-than-significant impacts (following mitigation) to subsurface historical resources that may be encountered during grading activities. Similarly, although there are no known archaeological resources on site, the NDA would avoid the Project's less-than-significant (with mitigation) impacts to subsurface archaeological resources that may be impacted during site grading operations. Additionally, because there would be no new grading on site, the NDA would avoid the Project's less-than-significant impacts (with mitigation) to buried human remains that may be uncovered during site grading activities. Thus, Project impacts to cultural resources would be completely avoided under the NDA in comparison to the Project.

F. Energy

Under the NDA, there would be no increase in demand from the Project site for energy resources. As such, the NDA would avoid the Project's less-than-significant impacts due to the wasteful, inefficient, or unnecessary consumption of energy resources. Neither the Project nor the NDA would conflict with a State or local plan for renewable energy or energy efficiency, although impacts would be reduced under the NDA in comparison to the Project because the NDA would not result in an increase in use of energy resources.

G. Geology and Soils

Under the NDA, there would be no new development on site. There are no known faults on or trending towards the Project site; thus, impacts associated with rupture of a known fault would be less than significant and similar under the proposed Project and the NDA. However, because the Project would involve a substantial increase in the number of employees and/or residents on site, the Project's less-than-significant impacts due to strong seismic ground shaking would be avoided under the NDA. Because no new development would occur, the NDA would result in reduced impacts as compared to the Project's less-than-significant impacts (with mitigation) due to unstable geologic units or soils that are unstable and that potentially could result in on- or off-site landslide, lateral spreading, collapse, or rockfall hazard. The Project's less-than-significant impacts (with mitigation) due to ground subsidence would also be reduced under the NDA. Neither the Project nor the NDA would be subject to geologic hazards, such as seiches, mudflow, or volcanic hazards; impacts would be less than significant and the level of impact would be similar. Because there would be no new development on site, the NDA would avoid the Project's less-than-significant impacts (after mitigation) due to cut or fill slopes greater than 2:1 or higher than 30 feet. Neither the Project nor the NDA would result in grading that affects or negates subsurface sewage disposal systems, and neither the Project nor the NDA would require septic tanks or alternative waste water disposal systems on unsuitable soils; thus, impacts would be less than significant and similar under the NDA and proposed Project. During construction of the proposed Project vegetative cover would be removed, increasing the potential for erosion as compared to the site's existing conditions; thus, the NDA would avoid the Project's less-than-significant erosion impacts during construction. However, for the proposed Project under long-term conditions, the Project site's potential for erosion would be substantially reduced as compared to existing conditions due to the introduction of impervious surfaces and landscaped areas on site; thus, impacts under long-term conditions due to erosion would be increased under

the NDA as compared to long-term operations associated with the Project. Lastly, the NDA would avoid the Project's less-than-significant impacts (after mitigation) due to expansive soils.

H. Greenhouse Gas Emissions

Under the NDA, there would be no new development or construction activities on site. As such, the NDA would completely avoid the Project's significant and unavoidable impacts due to GHG emissions. Similarly, the Project's significant and unavoidable impacts due to a conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs also would be avoided with implementation of the NDA.

I. Hazards and Hazardous Materials

Under the NDA, there would be no new development on site; thus, impacts due to existing hazardous site conditions would be increased under the NDA as compared to the Project, although impacts still would remain below a level of significance because the site would not include any residential or other sensitive land uses under the NDA, and because the Project site does not contain any Recognized Environmental Conditions (RECs) other than asbestos-containing transite pipes, three domestic or irrigation supply water wells, and three septic systems, all of which would remain on site under the NDA. There would be no construction activities or changes to operational conditions on site under the NDA; thus, the NDA would result in reduced impacts in comparison to the Project's less-than-significant (with mitigation) construction and operational impacts due to hazardous materials. Neither the Project nor the NDA would impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan; thus, impacts under the NDA and proposed Project would be less than significant and the level of impact would be similar. Although neither the Project nor the NDA would emit hazardous emissions, or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school, because there would be no change in the site's existing conditions impacts to nearby schools would be reduced in comparison to the Project's less-than-significant impacts. The Project site is not identified on any lists of hazardous materials sites compiled pursuant to Government Code Section 65962.5; thus, no impact would occur under the Project or NDA, and the level of impact would be similar. Although the Project was found to be consistent with the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (ALUCP), because the NDA would not introduce any new residents or workers on site impacts due to airport-related hazards would be reduced under the NDA in comparison to the proposed Project. The Project site is not located in the Airport Influence Area (AIA) of any private airports; thus, there would be no impacts due to private airport-related hazards and the level of impact would be the same.

J. Hydrology and Water Quality

With respect to water quality, the NDA would not involve any new development on site. With exception of erosion potential, the NDA would result in reduced impacts to water quality as compared to the proposed Project's less-than-significant water quality impacts. While the risk of erosion would increase during construction of the proposed Project, under long-term operating conditions the Project would result in the introduction of impervious surfaces and landscaped areas; thus, long-term operational erosion impacts would be increased under the NDA due to the lack of vegetative cover on portions of the Project site. While the

Project would result in less-than-significant impacts due to groundwater recharge, impacts to groundwater recharge would be reduced under the NDA because there would be no new impervious surfaces on site. Although the Project would result in less-than-significant impacts to the site's existing drainage pattern because there would be no changes to the site's drainage patterns under the NDA impacts would be reduced in comparison to the proposed Project. Similarly, although the Project would not exceed the capacity of any existing or planned stormwater drainage systems, because there would be no changes to site drainage under the NDA impacts would be reduced in comparison to the Project. The Project's less-than-significant impacts due to flood hazards would be avoided under the NDA. The Project site is not subject to inundation from tsunamis or seiches; thus, impacts would be less than significant and would be similar under the Project and NDA.

K. Land Use and Planning

Although the Project would result in less-than-significant impacts due to the physical division of an established community, because there would be no new development on site potential impacts would be reduced under the NDA as compared to the Project. Although the NDA would not be consistent with the land use designations applied to the property by the City of Calimesa General Plan, implementation of the NDA would avoid the Project's less-than-significant impacts due to land use compatibility because there would be no new land uses introduced on site. Neither the Project nor the NDA would conflict with the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), or the policies of the City of Calimesa General Plan.

L. Mineral Resources

The Project site does not contain any known mineral resources that would be of value to the region or the residents of the State. Accordingly, no impacts to known mineral resources would occur under the Project or the NDA, and the level of impact would be similar. Additionally, neither the Project nor the NDA would result in the loss of availability of a locally-important mineral resource recover site delineated on a local general plan, specific plan, or other land use plan; thus, no impact would occur and the level of impact would be similar.

M. Noise

Under the NDA, there would be no new development on site. As such, the NDA would avoid the Project's less-than-significant impacts due to daytime and nighttime construction-related noise. The NDA also would avoid the Project's less-than-significant impacts long-term operational noise impacts to nearby sensitive receptors. In addition, because no new traffic would be generated by the Project site under the NDA, the NDA also would avoid the Project's less-than-significant impacts due to traffic-related noise. Additionally, because no new sensitive receptors would be introduced on site under the NDA, the NDA would avoid the Project's less-than-significant impacts (after mitigation) due to on-site exterior noise levels affecting sensitive receptors on site. The NDA also would avoid the Project's less-than-significant impacts due to construction- and operational-related groundborne noise and groundborne vibration. Although the Project would not be exposed to excessive airport-related noise levels, because no sensitive receptors would be introduced on site under the NDA, the NDA would avoid the Project's less-than-significant impact due to airport-related noise.

N. Population and Housing

Although the Project would result in less-than-significant impacts due to substantial unplanned population growth, the NDA would not result in any new development on site; thus, impacts due to unplanned population growth under the NDA would be reduced in comparison to the proposed Project. In addition, although the Project is not anticipated to result in any significant impacts due to the displacement of existing people or housing, the Project would result in the demolition of the existing abandoned residential structure on site; thus, because the residential structure would remain on site under the NDA, the NDA would avoid the Project's less-than-significant impact due to the displacement of the existing residence on site.

O. Public Services

There would be no new development on site under the NDA; thus, the NDA would avoid the Project's less-than-significant impacts to fire protection, police protection, school services, library services, and health services.

P. Recreation

The Project proposes up to 223 residential units, which would generate a population that would increase the use of existing neighborhood and regional parks or other recreational facilities. The NDA would not result in any new development on site and thus would not generate any increase in demand for recreational resources, nor would any recreational resources be constructed on site under the NDA. Therefore, the Project's less-than-significant impacts related to the deterioration of existing recreational facilities and due to the construction of recreational facilities would be completely avoided under the NDA.

Q. Transportation

Under the NDA, there would be no new development on site and thus there would be no increase in traffic generated by the site. As such, the NDA would avoid the Project's less-than-significant impacts due to a conflict with applicable General Plan Circulation Element policies related to the circulation system, transit, roadway, bicycle, and/or pedestrian facilities, although it should be noted that General Plan Circulation Element roadways within the Project site would not be improved as part of the NDA. Because the NDA would not generate any new traffic, the NDA would avoid the Project's significant and unavoidable impacts due to VMT. Additionally, due to the lack of improvements, the NDA would avoid the Project's less-than-significant impacts due to increased hazards due to a geometric design feature or incompatible uses. The NDA would not result in any impacts due to emergency access or access to nearby uses; thus, the NDA would avoid the Project's less-than-significant (after mitigation) impacts to emergency access during construction activities.

R. Tribal Cultural Resources

There would be no new development on site under the NDA. Accordingly, the NDA would avoid the Project's less-than-significant impacts (after mitigation) to tribal cultural resources.

S. *Utilities and Service Systems*

Under the NDA, there would be no increased demand for water, wastewater treatment, or storm water drainage; thus, the NDA would avoid the Project's less-than-significant impacts due to the construction of such facilities and the Project's less-than-significant impacts to the capacity of water or wastewater treatment services. There would be no increase in demand for water resources under the NDA; thus, the NDA would avoid the Project's less-than-significant impacts to water supply. Additionally, the NDA would avoid the Project's less-than-significant impacts to wastewater treatment capacity. There would be no increase in solid waste generated on site; thus, the NDA would avoid the Project's less-than-significant impacts due to solid waste. There are no components of the NDA or the proposed Project that would conflict with federal, State, and local management and reduction statutes and regulations related to solid wastes; thus, impacts would be less than significant and the level of impact would be similar. The NDA also would avoid the Project's less-than-significant impacts due to the construction of facilities for electricity, natural gas, communication systems, street lighting, or due to increased roadway maintenance.

T. *Wildfire*

Under the NDA, there would be no new development on site. Although the Project would result in less-than-significant impacts associated with emergency response plans or emergency evacuation plans, these impacts would be avoided by the NDA. The NDA would result in increased impacts due to wildfires in comparison to the Project because the Project site would continue to contain flammable grasslands and coastal sage/chaparral scrub that would present an increased risk of wildland fire hazards as compared to development of the Project site with warehouse, truck trailer storage, residential, and/or church land uses. However, because there would be no new development on site under the NDA, the NDA would avoid the Project's less-than-significant impacts due to the installation or maintenance of infrastructure to reduce the risk of fire hazards. Additionally, because there would be no improvements on site to control drainage, impacts associated with downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes, would be increased under the NDA as compared to the proposed Project.

U. *Conclusion*

Implementation of the NDA would result in no physical environmental impacts beyond those that have historically occurred on the property. Almost all effects of the proposed Project would be avoided or lessened by the selection of this Alternative, although a few new impacts, such as sedimentation and wildfire impacts, would be increased under this Alternative. The NDA would conflict with the City of Calimesa General Plan land use designations for the Project site, although such conflict would not result in any significant environmental effects since no new development would occur under the NDA. Because this Alternative would avoid most of the Project's impacts, it warrants consideration as the "environmentally superior alternative." However, pursuant to State CEQA Guidelines § 15126.6(e)(2), if a no project alternative is identified as the environmentally superior alternative," then the EIR shall also identify an environmentally superior alternative among the other alternatives. Accordingly, the Reduced Project Alternative (RPA), as discussed in subsection 6.4.3, is identified as the environmentally superior alternative.

The NDA would fail to meet any of the Project's objectives. Specifically, the NDA would not result in the efficient development of an underutilized property with a complementary mix of land uses, including residential, institutional, and business park with a design that takes topographic, geologic, hydrologic, and environmental opportunities and constraints into consideration. The NDA also would not establish a master-planned development in a manner that is sensitive to the environment as well as visually and functionally compatible with surrounding existing and proposed land uses. The NDA would not expand economic development, facilitate job creation, or increase the tax base for the City through the establishment of new business park uses adjacent to or near the State highway system. The NDA would not establish supply chain uses adjacent to or near designated truck routes and/or the State highway system to avoid or shorten vehicular trip lengths on other roadways. The NDA also would not attract employment-generating businesses to the City to reduce the need for members of the local workforce to commute outside the area for employment, thereby improving the jobs-housing balance in the City and nearby areas beyond the City boundary. The NDA would not provide an opportunity to establish higher-density residential uses with access to Calimesa Boulevard to assist the City in potentially producing needed multi-family housing consistent with State housing Law. Additionally, the NDA would not provide an opportunity to establish a place of worship (church) to serve residents of the City and surrounding area. The NDA also would fail to meet the Project's objective to require project design elements such as architecture, landscaping, color, paving, walls, fencing, signage, entry treatments, and other similar design features that would ensure that the property is developed in a manner that is aesthetically pleasing.

6.4.2 No Project (Existing General Plan) Alternative ("NPA")

The "No Project (Existing General Plan) Alternative" (herein, "NPA") assumes development of the 110.2-acre property in accordance with the site's adopted General Plan land use designations. Figure 2-4 in EIR Subsection 2.0 depicts the site's existing General Plan land use designations. As shown, under existing conditions the Project site is designated by the General Plan for development with "Business Park (BP)" land uses on 47.5 acres, "Light Industrial (LI)" land uses on 31.4 acres, and "Residential Low Medium (RLM)" land uses on 31.3 acres. The City of Calimesa General Plan allows for development of BP and LI land uses up to a maximum Floor Area Ratio (FAR) of 0.50, while the General Plan allows for development of RLM land uses at densities ranging from 4.1 to 7.0 dwelling units per acre (du/ac). However, for purposes of analysis and in order to provide a more realistic estimation of likely development intensity based on the site's existing General Plan land use designations, it is assumed that BP and LI land uses would be developed at a FAR of approximately 0.40, which generally is consistent with the intensity of the Project's four warehouse buildings (0.39 FAR). In addition, it is assumed that RLM uses would be developed at the mid-point density of 5.6 du/ac (i.e., 4.1 du/ac + 7.0 du/ac ÷ 2 = 5.6 du/ac). Accordingly, and as previously summarized in Table 6-1, *No Project (Existing General Plan) Alternative Land Use Summary*, implementation of the NPA would result in approximately 1,374,754 s.f. of building area within the BP and LI portions of the site, and up to 175 single-family dwelling units on lot sizes generally ranging from 6,000 s.f. to 10,000 s.f. This Alternative was selected by the Lead Agency to compare the environmental effects of the proposed Project with an alternative that would allow for buildout of the Project site in accordance with the site's adopted General Plan land use designations.

A. *Aesthetics*

Under the NPA, the Project site would be developed with approximately 1,374,754 s.f. of warehouse building area and up to 174 dwelling units or a 1,200-seat church. Development under the NPA may occur without approval of a Specific Plan for the property; thus, while neither the Project nor the NPA would have a substantial adverse effect on a scenic vista, because the NPA would not be subject to the development standards and design guidelines set forth in the Project's Specific Plan, impacts to scenic vistas would potentially increase under the NPA, although impacts would be less than significant under both the Project and NPA. The Project site is not located within the viewshed of any officially designated State or County scenic highways or State-Eligible scenic highways; thus, impacts to scenic resources, including those visible from a State scenic highway, would be less than significant under both the Project and NPA, although impacts would potentially be increased under the NPA as compared to the proposed Project because the NPA would not necessarily require approval of a Specific Plan. Under both Project and NPA conditions, development of the Project site would represent a substantial change in the existing visual character; however, because the NPA only would be required to demonstrate compliance with the City's Zoning Ordinance requirements and would not be required to comply with the development standards or design guidelines of an adopted Specific Plan, impacts to the existing visual character or quality of public views of the Project site and its surroundings would be increased under the NPA as compared to the Project, although impacts would be less than significant under both the Project and the NPA. Both the Project and the NPA would be required to comply with the City of Calimesa Municipal Code, including Chapter 18.120 (Regulating Outdoor Lighting); thus, impacts due to light and glare would be less than significant under both the Project and NPA, and the level of impact would be similar.

B. *Agriculture and Forestry Resources*

Areas proposed for physical impact under the NPA would be the same as compared to the proposed Project. Based on the analysis presented in EIR Subsection 4.2, *Agricultural and Forestry Resources*, and as more fully documented in the Project's LESA Analysis (EIR *Technical Appendix B*), the Project site does not contain any important farmland types and is not highly suitable to agricultural production; thus, impacts due to the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use would be less than significant under both the Project and NPA, and the level of impact would be similar. Under existing conditions, the Project site is not zoned for agricultural use and is not subject to a Williamson Act contract; thus, no impacts due to a conflict with existing agricultural zoning would occur under the Project or NPA, and the level of impact would be the same. The Project site and surrounding areas are not zoned for forest land (as defined in Public Resources Code (PRC) § 12220(g)), timberland (as defined by PRC § 4526), or timberland zoned Timberland Production (as defined by Government Code § 51104(g)), and the Project site does not contain any forestry resources; thus, there would be no impacts to forestland or due to the conversion of forestland to non-forest use under the NPA or proposed Project, and the level of impact would be the same. There are no other components of the Project or NPA that would involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use; thus, no impacts would occur under the Project or NPA, and the level of impact would be similar.

C. *Air Quality*

1. Construction

Similar to the Project, the NPA would result in the development of the entire 110.2-acre property with similar uses of a similar intensity. Air quality emissions associated with construction of the NPA would be similar to the Project, which would not exceed applicable regional significance thresholds and LST thresholds. Construction-related impacts would be less than significant.

2. Operation

Air quality emissions associated with the Project and the NPA largely would be the result of traffic generated by the Project site, as well as the use of consumer products. EIR Tables 3-4 through 3-6 provide trip generation rates for the various land uses proposed under the Project, and provides two different calculations for traffic associated with the Project's BP land uses (i.e., high-cube warehouse and high-cube parcel hub warehouse uses). Using the same range of land uses as is contemplated by the proposed Project, Table 6-3, *No Project (Existing General Plan) Alternative – Average Daily Traffic*, provides an estimate of the amount of traffic that would be generated by the NPA. As shown in Table 6-3, the NPA would generate approximately 4,107 vehicle trips per day if the BP and LI portions of the site were developed with high-cube warehouse uses, and the NPA would generate approximately 7,545 vehicle trips per day if the BP and LI portions of the site were developed with high-cube parcel hub warehouse uses. As shown in EIR Tables 3-4 through 3-6, the Project under land use Scenario 1 (982,232 s.f. of high-cube warehouse, two truck trailer storage lots, and 220 multi-family residential dwelling units) would generate approximately 4,689 trips per day; the Project under land use Scenario 2 (982,232 s.f. of high-cube parcel hub warehouse, two truck trailer storage lots, and 220 multi-family dwelling units) would generate approximately 7,146 trips per day; and the Project under land use Scenario 3 (982,232 s.f. of high-cube warehouse, two truck/trailer storage lots, and a 1,200-seat church) would generate approximately 3,186 trips per day during weekdays (i.e., the same trip generation as for land use Scenario 1 but without traffic from residential dwelling units), and would generate approximately 661 trips per day on Sundays during church services. Thus, under land use Scenario 1, the NPA would result in a slight reduction in the amount of traffic generated by the Project site, while under land use Scenarios 2 and 3 the amount of traffic under the NPA would be slightly increased as compared to the Project during weekdays as compared to the Project. Given the level of traffic and range of land uses associated with the NPA, it can be concluded that the NPA would result in similar significant and unavoidable impacts due to emissions of VOC, NO_X, CO, and PM_{10} as compared to the proposed Project, with the level of impacts being slightly reduced under the NPA compared to land use Scenario 1, and the level of impact being slightly increased during weekdays in comparison land use Scenarios 2 and 3. Both the Project and the NPA also would result in significant and unavoidable impacts due to a conflict with the 2022 SCAQMD AQMP, with impacts being slightly reduced in comparison to the Project's land use Scenario 1, and impacts being slightly increased in comparison to the Project's land use Scenarios 2 and 3. Neither the Project nor the NPA would result in localized air quality impacts during construction or long-term operation, including cancer and non-cancer health risks and CO hot spots, with impacts from the NPA being slightly reduced in comparison to the Project's land use Scenarios 1 and 2, and impacts from the NPA being slightly increased in comparison to land use Scenario 3. Neither the Project nor the NPA would result in land uses typically associated with emitting objectionable odors; thus,

impacts associated with construction- and operational-related odors would be less than significant, and the level of impact would be similar.

Table 6-3 No Project (Existing General Plan) Alternative – Average Daily Traffic

General Plan Land Use[1,2]	Development Intensity[1,2]	Trip Generation Rates by Land Use Type[1]		NPA Trips per Day[3]	
		Warehouse Types	Rates	High-Cube Warehouse	High-Cube Parcel Hub
BP	827,640 s.f.	High-Cube Warehouse	2.129 trips/1,000 s.f.	1,762	3,832
		High-Cube Parcel Hub Warehouse	4.630 trips/1,000 s.f.		
LI	547,114 s.f.	High-Cube Warehouse	2.129 trips/1,000 s.f.	1,165	2,533
		High-Cube Parcel Hub Warehouse	4.630 trips/1,000 s.f.		
RLM	175 du	Multi-Family Housing	6.74 trips per du	1,180	1,180
Totals:	**1,374,754 s.f. 175 du**	**--**		**4,107**	**7,545**

1. BP = Business Park; LI = Light Industrial; RLM = Residential Low Medium; s.f. = square feet; du = dwelling units.
2. Refer also to Table 6-1 for a summary of land uses that would occur under the No Project Alternative (NPA).
3. Trips per day under the NPA, assuming either high-cube warehouse or high-cube parcel hub uses for the areas designated for BP and LI land uses.

D. Biological Resources

As with the Project, under the NPA, the entire 110.2-acre property would be developed, in addition to approximately 14.2 acres of off-site impacts. Thus, impacts to biological resources under the NPA would be similar as compared to the proposed Project, and mitigation would be required to reduce impacts to less-than-significant levels. Neither the Project nor the NPA would impact sensitive plant species. Both the Project and NPA would result in significant but mitigable impacts to sensitive wildlife species, including the burrowing owl, nesting birds regulated by the Migratory Bird Treaty Act (MBTA), Crotch's bumble bee, fairy shrimp, and bats. None of the vegetation communities present on site are considered riparian habitat or sensitive vegetation communities; thus, less-than-significant impacts to sensitive vegetation communities would occur under the Project and the NPA, and the level of impact would be similar. Additionally, both the Project and the NPA would result in significant but mitigable impacts to jurisdictional waters (~~0.86 acre~~1.26 acres of CDFW jurisdiction, inclusive of ~~0.73 acre~~1.14 acres of MSHCP riverine resources), and the level of impact would be the same. Neither the Project nor the NPA would interfere substantially with wildlife movement or a native wildlife nursery site; thus, no impacts would occur under the Project or NPA, and the level of impact would be the same. Neither the Project nor the NPA would result in a conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, and the level of impact would be similar. Additionally, both the Project and the NPA would require mitigation to ensure compliance with the MSHCP; with implementation of the required mitigation, impacts would be reduced to less-than-significant levels, and the level of impact would be the same.

E. Cultural Resources

Areas proposed for physical impact under the NPA would be the same as compared to the proposed Project. There are no known historical or archaeological resources present within the Project's impact limits. However, both the Project and NPA have the potential to result in significant impacts to subsurface historical or

archaeological resources that may be buried beneath the site's surface. With mitigation, impacts to previously undiscovered historical or archaeological resources would be reduced to less-than-significant levels, and the level of impact would be the same. Both the Project and NPA would result in less-than-significant impacts to human remains with mandatory compliance with California Health and Safety Code § 7050.5 and Public Resources Code § 5097 et. seq.

F. Energy

1. Construction

Under the NPA, the Project site would be developed with 175 residential dwelling units and approximately 1,374,754 s.f. of warehouse building area (as previously summarized in Table 6-1). The Project would result in the development of 982,232 s.f. of warehouse building area, two truck trailer storage lots, and either 223 residential dwelling units (land use Scenarios 1 and 2) or a 1,200-seat church (land use Scenario 3). Construction characteristics of the NPA would be similar to the proposed Project; thus, neither the Project nor the NPA would result in impacts due to the inefficient, wasteful, or unnecessary consumption of energy, and the level of impact would be similar.

2. Operation

As previously summarized in Table 6-3 and discussed under the analysis of the NPA's potential air quality impacts, implementation of the NPA would generate less traffic as compared to the traffic associated with the Project's land use Scenario 1, but would generate more traffic as compared to land use Scenarios 2 and 3; thus, operational transportation-related energy consumption would be less under the NPA in comparison to land use Scenario 1, but would be slightly increased in comparison to land use Scenarios 2 and 3. The intensity of land uses under the NPA would be similar to that of the proposed Project; thus, impacts due to long-term operational energy demands would be less than significant under both the Project and NPA, and the level of impact would be similar. Additionally, both the Project and NPA would be required to comply with adopted State and local plans related to energy conservation; thus, impacts would be less than significant and the level of impact would be similar.

G. Geology and Soils

There are no known faults on or trending towards the Project site; thus, impacts associated with rupture of a known fault would be less than significant and similar under the proposed Project and the NPA. However, the NPA is projected to result in a future residential population of approximately 504 people and approximately 1,334 employees, whereas the Project is anticipated to generate 642 residents and 3,274 employees; thus, because the Project would result in more people on site as compared to the NPA, the Project's less-than-significant impacts due to strong seismic ground shaking would be reduced under the NPA. Because development would occur over the same area under the NPA and proposed Project, impacts due to unstable geologic units or soils that are unstable and that potentially could result in on- or off-site landslide, lateral spreading, collapse, or rockfall hazard would be similar and would be less than significant. Impacts associated with ground subsidence also would be similar under the Project and NPA. Neither the Project nor the NPA would be subject to geologic hazards, such as seiches, mudflow, or volcanic hazards; impacts would be less

than significant and the level of impact would be similar. Grading activities would be similar under the Project and NPA; thus, impacts due to cut or fill slopes greater than 2:1 or higher than 30 feet would be similar and would be less than significant. Neither the Project nor the NPA would result in grading that affects or negates subsurface sewage disposal systems, and neither the Project nor the NPA would require septic tanks or alternative waste water disposal systems on unsuitable soils; thus, impacts would be less than significant and similar under the NPA and proposed Project. Similarly, impacts due to erosion hazards during construction and long-term operation would be similar under the NPA and proposed Project and impacts would be less than significant. Both the Project and NPA would require remediation of expansive soil on site; thus, impacts associated with expansive soils would be similar and would be less than significant.

H. Greenhouse Gas Emissions

Both the Project and NPA would be required to comply with the City of Calimesa Climate Action Plan (CAP); however, the CAP did not demonstrate compliance with the Statewide GHG goal established by SB 32 for 2030 because it was adopted prior to Senate Bill 32. Thus, under both the Project and NPA, the City's CAP cannot be relied upon to determine project-level significance. Notwithstanding, there are no components of the proposed Project and NPA that would have the potential to conflict with the City's CAP; thus, there are no components of the Project or the NPA would conflict with the City's CAP. A majority of the GHG emissions would be generated by the Project site would be due to vehicular-related emissions. As previously discussed under the analysis of the NPA's impacts to air quality, the NPA would result in less daily traffic than the Project's land use Scenario 1, but would produce more traffic as compared to land use Scenarios 2 and 3; thus, the level of GHG emissions under the NPA would be reduced in comparison to land use Scenario 1, and would be increased in comparison to land use Scenarios 2 and 3. Although both the Project and the NPA would be subject to mitigation measures, the identified mitigation measures would not reduce the level of GHG emissions to below the identified threshold of significance of 3,000 $MTCO_2e/yr$; therefore, both the Project and NPA would result in significant and unavoidable impacts due to GHG emissions, with the level of impact being reduced under the NPA in comparison to land use Scenario 1, and slightly increased in comparison to land use Scenarios 2 and 3. Additionally, because GHG impacts under the Project and NPA would be significant and unavoidable, both the Project and NPA would result in significant and unavoidable impacts due to a conflict with the CARB 2022 Scoping Plan, and the level of impact would be slightly reduced under the NPA in comparison to land use Scenario 1, and would be slightly increased in comparison to land use Scenarios 2 and 3.

I. Hazards and Hazardous Materials

Soil remediation to address existing soil contamination due to pesticides associated with past agricultural uses would be required under both the Project and NPA; thus, impacts due to existing site hazards would be less than significant with mitigation under both the Project and NPA, and the level of impact would be similar. The potential for hazardous materials under construction activities would be similar under the Project and NPA, and impacts would be less than significant. Under long-term operational conditions, both the proposed Project and the NPA have the potential to include businesses that handle hazardous; however, the uses proposed under the Project and the NPA would not involve the type or quantity that would pose a significant hazard. Thus, long-term operational impacts due to hazards and hazardous materials would be less than

significant under both the Project and NPA and the level of impact would be similar. Neither the Project nor the NPA would impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan; thus, impacts under the NPA and proposed Project would be less than significant and the level of impact would be similar. Although the Project site is within 0.25-mile of an existing school (Monty's Montessori Academy), neither the Project nor the NPA would emit hazardous emissions, or handle hazardous or acutely hazardous materials, substances, or waste, because neither the Project nor the NPA would involve businesses that have the potential for storage of hazardous materials in quantities that would pose a risk to public safety that would result in impacts to nearby schools. The Project site is not identified on any lists of hazardous materials sites compiled pursuant to Government Code Section 65962.5; thus, no impact would occur under the Project or NPA, and the level of impact would be similar. The Project site is not located within two miles of a public airport or within an airport land use plan, with the nearest public use airport (San Bernardino International Airport [SBIA]) occurring approximately 13.0 miles southwest of the Project site; thus, impacts due to airport-related hazards would be less than significant under both the Project and NPA, and the level of impact would be similar. The Project site is not located in the Airport Influence Area (AIA) of any private airports; thus, there would be no impacts due to private airport-related hazards and the level of impact would be the same.

J. Hydrology and Water Quality

Both the Project and the NPA would be subject to compliance with the Santa Ana Region Basin Plan, and would be required to comply with the requirements of the Santa Ana RWQCB. This includes the requirement to obtain a NPDES Municipal Stormwater Permit for construction activities, which requires the preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) that would include measures to address water pollution, including sedimentation. Additionally, both the Project and NPA would be subject to NPDES requirements for long-term operations, which would reduce potential water quality impacts (including sediments) from construction to less-than-significant levels. It is not expected that the Project or NPA would result in substantial changes to the existing drainage system of the Project site and area; thus, impacts would be less than significant and the level of impact would be similar. Both the Project and NPA would be subject to future implementing hydrology studies as part of future implementing development (e.g., grading permits, building permits,, etc.), which would be required to demonstrate adequate capacity to handle runoff from the Project site; thus, impacts related to exceeding the capacity of existing or planned stormwater drainage facilities would be less than significant and the level of impact would be similar. The Project site is not subject to tsunamis or seiche zones, and following mitigation would not be subject to flood hazards; thus, impacts due to pollution from inundation by floods, tsunamis, and seiches would be less than significant following mitigation, and the level of impact would be similar.

K. Land Use and Planning

Neither the Project nor the NPA would disrupt or divide the physical arrangement of an established community; thus, impacts would be less than significant and the level of impact would be similar. Assuming approval of the Project's proposed General Plan Amendment, both the Project and the NPA would be fully consistent with the City of Calimesa General Plan. Thus, impacts would be less than significant under both the Project and the NPA, and the level of impact would be similar. Both the Project and NPA also would be consistent with

SCAG's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), and as such impacts due to a conflict would be similar and less than significant. Both the Project and the NPA would introduce warehouse uses in close proximity to existing residential uses, although the analysis throughout this EIR demonstrates that localized impacts on the surrounding community would be less than significant; thus, impacts due to land use incompatibility would be less than significant under the Project and NPA, and the level of impact would be similar.

L. Mineral Resources

The Project site does not contain any known mineral resources that would be of value to the region or the residents of the State. Accordingly, no impacts to mineral resources would occur under the Project or the NPA, and the level of impact would be similar. Additionally, neither the Project nor the NPA would result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. No impacts would occur, and the level of impact would be similar.

M. Noise

1. Construction

Construction activities associated with the NPA are expected to be similar to the proposed Project, and the analysis in EIR Section 4.13, *Noise*, demonstrates that daytime and nighttime construction-related noise impacts would be below the identified thresholds of significance; thus, construction related noise would be less than significant under the NPA and the proposed Project, and the level of impact would be similar.

2. Operation

Operational characteristics of the NPA largely would be similar to the proposed Project, with the primary sources of noise being associated with warehouse operations, and the analysis in EIR Section 4.13 demonstrates that Project operations would not expose any sensitive receptors to operational-related noise levels exceeding the identified thresholds of significance. Therefore, it can be concluded that operational-related noise impacts associated with the NPA would be less than significant and would be similar to the proposed Project. As discussed above under the analysis of the NPA's potential impacts to air quality, the NPA would result in less traffic than would occur under the Project's land use Scenario 1, but would result in increased traffic as compared to land use Scenarios 2 and 3. Although traffic-related noise would be less than significant under both the Project and NPA, traffic-related noise impacts under the NPA would be reduced in comparison to land use Scenario 1, and would be slightly increased in comparison to land use Scenarios 2 and 3. On-site noise impacts to the Project's residential or church uses would be reduced to less-than-significant levels with the implementation of mitigation; thus, it can be concluded that with mitigation, on-site traffic-related noise impacts affecting residential uses under the NPA also would be less than significant with mitigation, and the level of impact would be similar. The Project site is located outside of areas subject to public and private airport-related noise levels exceeding 55 dBA CNEL; thus, impacts due to airport-related noise would be less than significant under both the Project and the NPA, and the level of impact would be similar.

N. Population and Housing

Neither the Project nor the NPA would result in the displacement of substantial numbers of existing people or housing, necessitating the construction of housing elsewhere; thus, no impact would occur under either the Project or NPA, and the level of impact would be similar. Although the type of development on site would vary slightly between the Project and the NPA, neither the NPA nor the Project would represent substantial unplanned population growth as the Project site is currently planned for urban land uses by the City's General Plan. Additionally, neither the Project nor the NPA would indirectly induce growth, as infrastructure improvements would be sized to accommodate only future development on site. Impacts to population and housing would be less than significant under both the Project and NPA, and the level of impact would be similar.

O. Public Services

The NPA would result in a similar level of development intensity on site as the proposed Project. As such, impacts to fire services, sheriff services, schools, parkland, library services, and health services under both the Project and the NPA would be less than significant with mandatory payment Development Impact Fees (DIF) in accordance with City of Calimesa Municipal Code Chapter 18.115 and mandatory payment of school impact fees pursuant to Senate Bill 50 (SB 50). As discussed in EIR Subsection 4.15, *Public Services*, Chapter 18.115 was established to mitigate the costs associated with additional capital, infrastructure, public facilities, and service improvement need attributed to new development. According to Chapter 18.115, the City Council adjusts the DIF rates periodically to ensure that the rates adequately provide for the necessary capital, infrastructure, public facilities, and service improvements needed to meet the City's demands for these services.

P. Recreation

Both the Project and NPA would include residential uses. Specifically, the NPA would include up to 175 dwelling units and would generate approximately 504 future residents (175 households x 2.88 persons per household = 504 persons). Based on the City's standard of 5.0 acres per 1,000 persons, the NPA would generate a demand for approximately 2.52 acres of parkland (504 persons x 5.0 acres/1,000 persons = 2.52 acres). By comparison, the Project would include up to 223 residential dwelling units under land use Scenarios 1 and 2, and would not include residential land uses under land use Scenario 3. Under land use Scenarios 1 and 2, the proposed Project would generate a demand for approximately 3.21 acres of parkland (642 persons x 5.0 acres/1,000 persons = 3.21 acres). Thus, the NPA would result in a reduced demand for approximately parkland by 0.69 acres in comparison to land use Scenarios 1 and 2, but would result in an increase in demand for 2.52 acres of parkland in comparison to land use Scenario 3. Neither the Project nor the NPA would accommodate the required on-site parkland. Thus, both the Project and the NPA would be subject to payment of in-lieu park fees. Mandatory payment of fees would reduce potential impacts due to the physical deterioration of existing recreational facilities to below a level of significance, with the level of impact being slightly reduced in comparison to land use Scenarios 1 and 2 and increased in comparison to land use Scenario 3. Both the Project and NPA would involve the construction of recreational facilities on site (i.e., sidewalks, bike lanes, and trails), although such impacts would be inherent to the construction phase, have been evaluated throughout this EIR accordingly, and all of the Project's significant impacts would be mitigated to the

maximum feasible extent; thus, impacts due to the construction of recreational facilities would be less than significant under both the Project and NPA, and the level of impact would be similar.

Q. *Transportation*

Both the proposed Project and NPA would be consistent with or otherwise would not conflict with SCAG's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), the Riverside County Congestion Management Plan (CMP), and all applicable policies contained within the City of Calimesa General Plan, including those contained within the General Plan Transportation and Mobility Element; thus, impacts due to a conflict with a program, plan, ordinance or policy addressing the circulation system would be less than significant under both the Project and NPA, and the level of impact would be similar. As previously discussed under the analysis of the NPA's impacts to air quality, the NPA would generate less traffic than the Project's land use Scenario 1, but would generate more traffic than the Project's land use Scenarios 2 and 3. Thus, while both the Project and the NPA would result in significant and unavoidable impacts due to VMT, the total amount of VMT generated by the NPA would be reduced in comparison to land use Scenario 1, but would be increased in comparison to land use Scenarios 2 and 3. Accordingly, impacts due to VMT would be significant and unavoidable under both the Project and NPA, and the level of impact would be slightly reduced in comparison to land use Scenario 1 but would be slightly increased in comparison to land use Scenarios 2 and 3. All physical improvements that would occur under the NPA or as part of the Project would be in conformance with applicable City of Calimesa standards; thus, no impact due to geometric design features that could increase hazards would occur under the Project or NPA, and the level of impact would be the same. Additionally, because similar transportation improvements would occur under the NPA, the NPA would not result in increased impacts due to a substantial increase in hazards from a geometric design feature or incompatible uses. Additionally, because there would be more development on site under the NPA, the NPA would result in increased impacts due to inadequate emergency access. Although the truck trips that would be generated by the Project and the NPA have the potential to conflict with traffic related to residential and school uses, truck traffic from the Project and/or NPA would be routed directly to the I-10 via Calimesa Boulevard and the on-ramps located along Singleton Road and Cherry Valley Boulevard, and truck trips would be directed away from residential streets; thus, neither the Project nor the NPA would result in significant impacts due to traffic from incompatible uses, although the level of impact would be slightly reduced under the NPA in comparison to land use Scenario 1 (due to the reduction in overall traffic), and would be slightly increased in comparison to land use Scenarios 2 and 3 (due to the increase in overall traffic). Both the Project and NPA would require mitigation to ensure that construction-related impacts to transportation remain below a level of significance, and impacts would be similar between the Project and NPA.

R. *Tribal Cultural Resources*

Grading activities under the Project and NPA would be similar, and impacts to tribal cultural resources would be potentially significant but would be mitigated to below a level of significance. As the Project and NPA would result in similar areas of physical disturbance, impacts to tribal cultural resources would be similar under the Project and NPA, and would be less than significant following mitigation.

S. *Utilities and Service Systems*

The level of development intensity on site would be similar under both the Project and NPA. Both the Project and NPA would require the construction of water, wastewater, storm water drainage, electric power, natural gas, and telecommunication facilities. Impacts associated with the provision of such facilities would be similar and would be mitigated to less-than-significant levels with implementation of mitigation measures. The YVWD determined that it has sufficient water resources to accommodate development proposed as part of the Project, while the NPA is fully consistent with the growth assumptions used by YVWD for long-term planning efforts. Thus, because YVWD would be able to provide potable water to both the Project and the NPA, impacts to water supply would be less than significant and the level of impact would be similar. Similarly, YVWD would have adequate capacity to treat wastewater generated by either the Project or the NPA; thus, impacts due to wastewater would be less than significant under both the Project and NPA, and the level of impact would be similar. Both the Project and NPA would be subject to the City's solid waste regulations, and neither the Project nor the NPA would result in the generation of solid waste that could adversely affect landfill capacity. Impacts associated with solid waste would be less than significant, and the level of impact would be similar under both the Project and NPA.

T. *Wildfire*

Both the Project and NPA would involve development of urban uses adjacent to lands that are identified as having a high risk for wildfire hazards. Both the Project and NPA would be required to implement a Fire Protection Plan (FPP) to ensure that adequate provisions are accommodated, such as fuel management zones, to reduce the risk of wildfires. With implementation of mitigation and a FPP, impacts due to wildfires would be reduced to less-than-significant levels and the level of impact would be similar.

U. *Conclusion*

As compared to the proposed Project, the NPA would have increased impacts under the issue areas of aesthetics, air quality (in comparison to the Project's land use Scenarios 2 and 3); energy (in comparison to the Project's land use Scenarios 2 and 3); GHG emissions (in comparison to the Project's land use Scenarios 2 and 3); noise (traffic-related noise in comparison to land use Scenarios 2 and 3); recreation (in comparison to the Project's land use Scenarios 2 and 3); and transportation (VMT impacts in comparison to land use Scenarios 2 and 3). The NPA would have similar impacts to the proposed Project under the issue areas of agriculture and forestry resources; biological resources; cultural resources; geology and soils; hazards and hazardous materials; hydrology and water quality; land use and planning; mineral resources; population and housing; public services; tribal cultural resources; utilities and service systems; and wildfire. The NPA would have reduced impacts in comparison to the proposed Project under the issues of air quality (in comparison to the Project's land use Scenario 1); energy (in comparison to the Project's land use Scenario 1); GHG emissions (in comparison to the Project's land use Scenario 1); noise (traffic-related noise in comparison to land use Scenario 1); recreation (in comparison to the Project's land use Scenario 1); and transportation (VMT impacts in comparison to land use Scenario 1).

The NPA generally would meet the Project's objectives, although to a lesser extent. The NPA would efficiently develop an underutilized property with a complementary mix of land uses, including residential,

and business park land uses, with a design that takes topographic, geologic, hydrologic, and environmental opportunities and constraints into consideration; however, the NPA would not meet the portion of this objective calling for institutional land uses (i.e., church uses). The NPA generally would meet the Project's objective to establish a master-planned development in a manner that is sensitive to the environment as well as visually and functionally compatible with surrounding existing and proposed land uses; however, the NPA would be less effective than the Project in meeting this objective because a Specific Plan would not be required under the NPA to control future development on site through site-specific development standards and design guidelines. The NPA would meet the Project's objective to expand economic development, facilitate job creation, and increase the tax base for the City of Calimesa by establishing new business park uses adjacent to or near the State highway system. The NPA would meet the Project's objective to establish supply chain uses adjacent to or near designated truck routes and/or the State highway system to avoid or shorten vehicular trip lengths on other roadways. However, because the NPA would generate only approximately 1,334 jobs while the Project is anticipated to generate 3,274 jobs, the NPA would be less effective than the Project in attracting employment-generating businesses to the City of Calimesa to reduce the need for members of the local workforce to commute outside the area for employment, thereby improving the jobs-housing balance in the City and nearby areas beyond the City boundary. The Project's reduction of this commute also decreases air quality, GHG, and VMT impacts associated with that commute. The NPA would meet the Project's objective to provide an opportunity to establish higher-density residential uses with access to Calimesa Boulevard to assist the City of Calimesa in potentially producing needed multi-family housing consistent with state housing laws, although less effectively than the Project's land use Scenarios 1 and 2 (which would include more residential dwelling units) and more effectively than the Project's land use Scenario 3 (which would not include residential dwelling units). The NPA would fail to meet the Project's objective to provide an opportunity to establish a place of worship (church) to serve residents of the City of Calimesa and surrounding areas. Finally, because the NPA would not require adoption of a site-specific Specific Plan to control future development on site through development standards and design guidelines, the NPA would be less effective in meeting the Project's objective to require project design elements such as architecture, landscaping, color, paving, walls, fencing, signage, entry treatments, and other similar design features that would ensure that the property is developed in a manner that is aesthetically pleasing.

6.4.3 Reduced Project Alternative (RPA)

The Reduced Project Alternative (RPA) considers development of the northerly 95.6 acres of the Project site (OVNSP Planning Area 1) with warehouse building area that is 30% smaller than the warehouse buildings proposed under the Project, and considers development of the southern 11.2 acres of the Project site (OVNSP Planning Area 2) with up to 223 multi-family dwelling units. As previously summarized in Table 6-2, implementation of the RPA would allow for up to 687,562 s.f. of warehouse building area. Based on the analyses presented in EIR Section 4.0, high-cube warehouse uses (as is proposed under land use Scenarios 1 and 3) would result in reduced environmental impacts as compared to high-cube parcel hub warehouse uses (as is proposed under land use Scenario 2). Accordingly, it is assumed that the warehouse buildings under the RPA would be occupied by high-cube warehouse uses under this alternative. Although a reduction in the number of dwelling units allowed under the RPA would further reduce impacts to the environment as compared to development under land use Scenarios 1 and 3, no reduction in the number of dwelling units within OVNSP Planning Area 2 is proposed because State Senate Bill (SB) 330 requires that the Project be designed to include

residential zoning on site that would accommodate a minimum of 223 multi-family dwelling units. Accordingly, implementation of the RPA would allow for a total of 687,562 s.f. of warehouse building area and up to 223 multi-family dwelling units. This alternative was selected to allow the Lead Agency (City of Calimesa) to consider a design for the Project site that would reduce the Project's significant and unavoidable impacts due to air quality emissions, GHG emissions, and due to VMT.

A. Aesthetics

Under the RPA, the Project site would be developed with warehouse and residential uses similar to the proposed Project, although the total amount of warehouse building area would be reduced by approximately 30%. Thus, the Project's less-than-significant impacts to scenic vistas would be reduced under this alternative in comparison to the Project, although impacts would be less than significant under both the Project and the RPA. The Project site is not visible from any officially-designated or eligible scenic highways, and both the Project and RPA would be subject to compliance with Municipal Code Chapter 18.80 and Section 18.70.120 related to oak and non-oak trees on site; thus, impacts to scenic highways under the Project and RPA would be less than significant, and the level of impact would be similar due to the lack of scenic highways in the local area. Although the Project is not expected to result in significant impacts due to degradation of the existing visual character or quality of public views of the site and its surroundings, implementation of the RPA would involve less intense development on site and as such impacts to visual character and quality would be reduced in comparison to the Project. Although the Project would be subject to compliance with Chapter 18.120 of the City's Municipal Code to preclude light and glare impacts, because the RPA would include much less building area than the Project, it is expected that the RPA would include fewer lighting elements than the proposed Project, thereby resulting in reduced impacts due to new lighting sources or sources of potential glare in comparison to the proposed Project.

B. Agriculture and Forestry Resources

Under the RPA, and similar to the proposed Project, all portions of the Project site would be subject to development with warehouse and residential uses. The Project site does not contain any "Farmland," as that term is defined by CEQA, the City of Calimesa or the CDC, meaning that both the Project and RPA would not convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or any other "Farmland" as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use. Impacts to Farmland would be less than significant under the RPA and proposed Project, and the level of impact would be the same. The Project site is not zoned for agricultural uses under existing conditions, and as such impacts due to a conflict with existing agricultural zoning would not occur under the Project or RPA and the level of impact would be the same. There is no forest land in the Project's vicinity and no lands in the Project's vicinity are zoned as forest land, timberland, or timberland production; thus, neither the Project nor the RPA would result in impacts to forestry resources, and the level of impact would be the same. There are no components of the Project or RPA that would involve other changes in the existing environment which, due to their location or nature, could result in the conversion of Farmland to non-agricultural use or forest land to non-forest use; thus, no impacts would occur under the Project or RPA, and the level of impact would be the same.

C. *Air Quality*

1. *Construction*

Although construction activities associated with the RPA likely would occur over a shorter time frame than would occur under the proposed Project, the intensity of construction activities on site on a daily basis would be similar between the Project and RPA. Because the SCAQMD thresholds of significance for construction activities relies on daily emissions and not total emissions, it can be concluded that the RPA would result in similar peak air quality emissions during construction as the proposed Project. As with the proposed Project, impacts due to a conflict with the SCAQMD Regional Thresholds during construction would be less than significant, and the level of impact would be similar. Similarly, neither the Project nor the RPA would exceed the SCAQMD's construction-related LSTs. Construction-related odor impacts associated with the RPA would be slightly reduced due to the reduction in the total duration of construction activities, although such impacts would be less than significant under both the Project and RPA with mandatory compliance with SCAQMD Rule 402.

2. Operation

Under long-term operating conditions, the RPA would exceed the SCAQMD Regional Threshold for NO_X, although the level of impact would be reduced under the RPA due to the reduction in business park building area. As such, both the Project (under land use Scenarios 1, 2, or 3) and the RPA would result in significant and unavoidable impacts due to a conflict with the SCAQMD AQMP, although such impacts would be reduced under the RPA due to the reduction in business park building area and associated air quality emissions. Similarly, both the Project and RPA would result in significant and unavoidable impacts due to the emissions of criteria pollutants for which the region is classified as non-attainment, the RPA would result in a reduction in the level of NO_X emissions as compared to the Project, and therefore would result in reduced impacts due to regional air quality emissions. Implementation of the RPA also would avoid the Project's significant and unavoidable impacts due to emissions of ROG and PM_{10}, which would occur with implementation of land use Scenario 2. Neither the Project nor the RPA would result in impacts due to CO "hot spots," although the level of impact would be reduced under the RPA due to the reduction in business park building area and associated reduction in traffic. Neither the Project nor the RPA would expose sensitive receptors to cancer risks exceeding the SCAQMD threshold of significance of 10 in one million or the non-cancer health risk threshold of significance of 1.0, although impacts under the RPA would be reduced in comparison to the Project due to the reduction in business park building area. Odor impacts would be less than significant under both the Project and RPA, although impacts would be reduced under the RPA in comparison to the Project due to the reduction in the amount of business park building area and associated reduction in the intensity of operational activities on site.

D. *Biological Resources*

As with the Project, under the RPA, the entire 110.2-acre property would be developed, in addition to approximately 14.2 acres of off-site impacts. Thus, impacts to biological resources under the RPA would be similar as compared to the proposed Project, and mitigation would be required to reduce impacts to less-than-significant levels. Neither the Project nor the RPA would impact sensitive plant species. Both the Project and

RPA would result in significant but mitigable impacts to sensitive wildlife species, including the burrowing owl, nesting birds regulated by the MBTA, Crotch's bumble bee, fairy shrimp, and bats. None of the vegetation communities present on site are considered riparian habitat or sensitive vegetation communities; thus, less-than-significant impacts to sensitive vegetation communities would occur under the Project and the RPA, and the level of impact would be similar. Additionally, both the Project and the RPA would result in significant but mitigable impacts to jurisdictional waters (~~0.86 acre~~1.26 acres of CDFW jurisdiction, inclusive of ~~0.73 acre~~1.14 acres of MSHCP riverine resources), and the level of impact would be the same. Neither the Project nor the RPA would interfere substantially with wildlife movement or a native wildlife nursery site; thus, no impacts would occur under the Project or RPA, and the level of impact would be the same. Neither the Project nor the RPA would result in a conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, and the level of impact would be similar. Additionally, both the Project and the RPA would require mitigation to ensure compliance with the MSHCP; with implementation of the required mitigation, impacts would be reduced to less-than-significant levels, and the level of impact would be the same.

E. Cultural Resources

Areas proposed for physical impact under the RPA would be the same as compared to the proposed Project. There are no known historical or archaeological resources present within the Project's impact limits. However, both the Project and RPA have the potential to result in significant impacts to subsurface historical or archaeological resources that may be buried beneath the site's surface. With mitigation, impacts to previously undiscovered historical or archaeological resources would be reduced to less-than-significant levels, and the level of impact would be the same. Both the Project and RPA would result in less-than-significant impacts to human remains with mandatory compliance with California Health and Safety Code § 7050.5 and Public Resources Code § 5097 et. seq.

F. Energy

1. Construction

Energy consumed during the construction of the RPA would be reduced in comparison to the Project due to the reduction in the amount of business park building area, although neither the Project nor the RPA would result in impacts due to the inefficient, wasteful, or unnecessary consumption of energy.

2. Operation

Implementation of the RPA would result in a reduction in the amount of traffic generated by the site as compared to the proposed Project, and also would entail a reduction in business park building area by 30%. Thus, while impacts due to long-term operational energy demands would be less than significant under both the Project and RPA, the RPA would result in reduced impacts in comparison to the Project due to the reduction in the amount of traffic that would be generated on site and due to the reduction in building area requiring electricity. Both the Project and RPA would be required to comply with adopted State and local plans related to energy conservation; thus, impacts would be less than significant and the level of impact would be similar.

G. *Geology and Soils*

There are no known faults on or trending towards the Project site; thus, impacts associated with rupture of a known fault would be less than significant and similar under the proposed Project and the RPA. However, the RPA is projected to result in a future residential population of approximately 642 persons and approximately 590 employees (607,562 s.f. ÷ 1,030 s.f./employee = 589.57 employees), whereas the Project is anticipated to generate 642 residents and up to 3,274 employees; thus, because the Project would result in more people on site as compared to the RPA, the Project's less-than-significant impacts due to strong seismic ground shaking would be reduced under the RPA. Because development would occur over the same area under the RPA and proposed Project, impacts due to unstable geologic units or soils that are unstable and that potentially could result in on- or off-site landslide, lateral spreading, collapse, or rockfall hazard would be similar and would be less than significant. Impacts associated with ground subsidence also would be similar under the Project and RPA. Neither the Project nor the RPA would be subject to geologic hazards, such as seiches, mudflow, or volcanic hazards; impacts would be less than significant and the level of impact would be similar. Grading activities would be similar under the Project and RPA; thus, impacts due to cut or fill slopes greater than 2:1 or higher than 30 feet would be similar and would be less than significant. Neither the Project nor the RPA would result in grading that affects or negates subsurface sewage disposal systems, and neither the Project nor the RPA would require septic tanks or alternative waste water disposal systems on unsuitable soils; thus, impacts would be less than significant and similar under the RPA and proposed Project. Similarly, impacts due to erosion hazards during construction and long-term operation would be similar under the RPA and proposed Project and impacts would be less than significant. Both the Project and RPA would require remediation of expansive soil on site; thus, impacts associated with expansive soils would be similar and would be less than significant.

H. *Greenhouse Gas Emissions*

Both the Project and RPA would be required to comply with the City of Calimesa Climate Action Plan (CAP); however, the CAP did not demonstrate compliance with the Statewide GHG goal established by SB 32 for 2030 because it was adopted prior to Senate Bill 32. Thus, under both the Project and RPA, the City's CAP cannot be relied upon to determine project-level significance. Notwithstanding, there are no components of the proposed Project and RPA that would have the potential to conflict with the City's CAP. A majority of the GHG emissions would be generated by the Project site would be due to vehicular-related emissions. Because the RPA would result in approximately 30% less business park building area, the RPA would result in less daily traffic than the Project; thus, the level of GHG emissions under the RPA would be reduced in comparison to the Project. Although both the Project and the RPA would be subject to mitigation measures, both the Project and RPA would result in GHG emissions that would exceed the identified threshold of significance of 3,000 $MTCO_2e$/yr. Although mitigation measures presented in EIR Subsection 4.8 would apply to both the Project and RPA, the identified mitigation would not reduce the level of GHG emissions under the Project or RPA to below the 3,000 $MTCO_2e$/yr threshold. Accordingly, impacts due to GHG emissions would be significant and unavoidable under both the Project and RPA, although the level of impact would be reduced under the RPA due to the reduction in business park building area. Additionally, because GHG impacts under the Project and RPA would be significant and unavoidable, both the Project and RPA would result in significant

and unavoidable impacts due to a conflict with the CARB 2022 Scoping Plan, and the level of impact would be slightly reduced under the RPA in comparison to the Project.

I. Hazards and Hazardous Materials

Soil remediation to address existing soil contamination due to pesticides associated with past agricultural uses would be required under both the Project and RPA; thus, impacts due to existing site hazards would be less than significant with mitigation under both the Project and RPA, and the level of impact would be similar. The potential for hazardous materials under construction activities would be similar under the Project and RPA, and impacts would be less than significant. Under long-term operational conditions, both the proposed Project and the RPA have the potential to include businesses that handle hazardous materials; however, the uses proposed under the Project and the RPA would not involve the type or quantity that would pose a significant hazard. Thus, long-term operational impacts due to hazards and hazardous materials would be less than significant under both the Project and RPA and the level of impact would be similar. Neither the Project nor the RPA would impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan; thus, impacts under the RPA and proposed Project would be less than significant and the level of impact would be similar. Although the Project site is within 0.25-mile of an existing school (Monty's Montessori Academy), neither the Project nor the RPA would emit hazardous emissions, or handle hazardous or acutely hazardous materials, substances, or waste, because neither the Project nor the RPA would involve businesses that have the potential for storage of hazardous materials in quantities that would pose a risk to public safety that would result in impacts to nearby schools. The Project site is not identified on any lists of hazardous materials sites compiled pursuant to Government Code Section 65962.5; thus, no impact would occur under the Project or RPA, and the level of impact would be similar. The Project site is not located within two miles of a public airport or within an airport land use plan, with the nearest public use airport (San Bernardino International Airport [SBIA]) occurring approximately 13.0 miles southwest of the Project site; thus, impacts due to airport-related hazards would be less than significant under both the Project and RPA, and the level of impact would be similar. The Project site is not located in the Airport Influence Area (AIA) of any private airports; thus, there would be no impacts due to private airport-related hazards and the level of impact would be the same.

J. Hydrology and Water Quality

Both the Project and the RPA would be subject to compliance with the Santa Ana Region Basin Plan, and would be required to comply with the requirements of the Santa Ana RWQCB. This includes the requirement to obtain a NPDES Municipal Stormwater Permit for construction activities, which requires the preparation and implementation of a SWPPP that would include measures to address water pollution, including sedimentation. Additionally, both the Project and RPA would be subject to NPDES requirements for long-term operations, which would reduce potential water quality impacts (including sediments) from construction to less-than-significant levels. It is not expected that the Project or RPA would result in substantial changes to the existing drainage system of the Project site and area; thus, impacts would be less than significant and the level of impact would be similar. Both the Project and RPA would be subject to future implementing hydrology studies as part of future implementing development (e.g., grading permits, building permits, etc.), which would be required to demonstrate adequate capacity to handle runoff from the Project site; thus, impacts

related to exceeding the capacity of existing or planned stormwater drainage facilities would be less than significant and the level of impact would be similar. The Project site is not subject to tsunamis or seiche zones, and following mitigation would not be subject to flood hazards; thus, impacts due to pollution from inundation by floods, tsunamis, and seiches would be less than significant following mitigation, and the level of impact would be similar.

K. Land Use and Planning

Neither the Project nor the RPA would disrupt or divide the physical arrangement of an established community; thus, impacts would be less than significant and the level of impact would be similar. Assuming approval of the Project's proposed General Plan Amendment, both the Project and the RPA would be fully consistent with the City of Calimesa General Plan. Thus, impacts would be less than significant under both the Project and the RPA, and the level of impact would be similar. Both the Project and RPA also would be consistent with SCAG's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), and as such impacts due to a conflict would be similar and less than significant. Both the Project and the RPA would introduce warehouse uses in close proximity to existing residential uses, although the analysis throughout this EIR demonstrates that localized impacts on the surrounding community would be less than significant; thus, impacts due to land use incompatibility would be less than significant under the Project and RPA, although the level of impact would be slightly reduced under the RPA due to the reduction in the amount of business park building area as compared to the Project.

L. Mineral Resources

The Project site does not contain any known mineral resources that would be of value to the region or the residents of the State. Accordingly, no impacts to mineral resources would occur under the Project or the RPA, and the level of impact would be similar. Additionally, neither the Project nor the RPA would result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. No impacts would occur, and the level of impact would be similar.

M. Noise

1. Construction

Although the total duration of construction activities would be reduced under the RPA in comparison to the Project, on a daily basis construction activities associated with the RPA are expected to be similar to the proposed Project, and the analysis in EIR Section 4.13, *Noise*, demonstrates that daytime and nighttime construction-related noise impacts would be below the identified thresholds of significance; thus, construction related noise would be less than significant under the RPA and the proposed Project, although the level of impact would be slightly reduced under the RPA due to the reduction in the duration of anticipated construction activities on site.

2. Operation

Operational characteristics of the RPA largely would be similar to the proposed Project, with the primary sources of noise being associated with warehouse operations, except that operational-related noise would be

reduced under the RPA in comparison to the Project due to the reduction in the amount of business park building area by approximately 30%. The analysis in EIR Section 4.13 demonstrates that Project operations would not expose any sensitive receptors to operational-related noise levels exceeding the identified thresholds of significance. Therefore, it can be concluded that operational-related noise impacts associated with the RPA also would be less than significant, but would be slightly reduced in comparison to the Project due to the reduction in the amount of business park building area. Although traffic-related noise would be less than significant under both the Project and RPA, traffic-related noise impacts under the RPA would be reduced in comparison to the Project due to the reduction in the amount of business park building area. On-site noise impacts to the Project's residential uses would be reduced to less-than-significant levels with the implementation of mitigation; thus, it can be concluded that with mitigation, on-site traffic-related noise impacts affecting residential uses under the RPA also would be less than significant with mitigation, and the level of impact would be similar. The Project site is located outside of areas subject to public and private airport-related noise levels exceeding 55 dBA CNEL; thus, impacts due to airport-related noise would be less than significant under both the Project and the RPA, and the level of impact would be similar.

N. Population and Housing

Neither the Project nor the RPA would result in the displacement of substantial numbers of existing people or housing, necessitating the construction of housing elsewhere; thus, no impact would occur under either the Project or RPA, and the level of impact would be similar. Although the intensity of development on site would be reduced under the RPA in comparison to the Project, neither the RPA nor the Project would represent substantial unplanned population growth as the Project site currently is planned for urban land uses by the City's General Plan. Additionally, neither the Project nor the RPA would indirectly induce growth, as infrastructure improvements would be sized to accommodate only future development on site. Impacts to population and housing would be less than significant under both the Project and RPA, although the level of impact would be slightly reduced under the RPA due to the reduction in the amount of business park building area.

O. Public Services

The RPA would result in a slightly reduced level of development intensity on site as compared to the proposed Project. As such, impacts to fire services, sheriff services, schools, parkland, library services, and health services under the RPA would be reduced in comparison to the Project due to the reduction in the number of employees on site by between 364 and 2,684 persons, although such impacts would be less than significant under both the Project and RPA with mandatory payment DIF fees in accordance with City of Calimesa Municipal Code Chapter 18.115 and mandatory payment of school impact fees pursuant to SB 50. As discussed in EIR Subsection 4.15, *Public Services*, Chapter 18.115 was established to mitigate the costs associated with additional capital, infrastructure, public facilities, and service improvement need attributed to new development. According to Chapter 18.115, the City Council adjusts the DIF rates periodically to ensure that the rates adequately provide for the necessary capital, infrastructure, public facilities, and service improvements needed to meet the City's demands for these services.

P. Recreation

Both the Project and RPA would include up to 223 multi-family residential dwelling units and would generate approximately 504 future residents (175 households x 2.88 persons per household = 504 persons). Based on the City's standard of 5.0 acres per 1,000 persons, both the Project (under land use Scenarios 1 and 2) and the RPA would generate a demand for approximately 3.21 acres of parkland (642 persons x 5.0 acres/1,000 persons = 3.21 acres), while land use Scenario 3 would not involve any residential development on site. Thus, the RPA would result in the same demand for parkland resources in comparison to land use Scenarios 1 and 2, but would result in an increase in demand for 3.21 acres of parkland in comparison to land use Scenario 3. Neither the Project nor the RPA would accommodate the required on-site parkland. Thus, both the Project and the RPA would be subject to payment of in-lieu park fees. Mandatory payment of fees would reduce potential impacts due to the physical deterioration of existing recreational facilities to below a level of significance, with the level of impact being similar in comparison to land use Scenarios 1 and 2 and increased in comparison to land use Scenario 3. Both the Project and RPA would involve the construction of recreational facilities on site (i.e., sidewalks, bike lanes, and trails), although such impacts would be inherent to the construction phase, have been evaluated throughout this EIR accordingly, and all of the Project's significant impacts would be mitigated to the maximum feasible extent; thus, impacts due to the construction of recreational facilities would be less than significant under both the Project and RPA, and the level of impact would be similar.

Q. Transportation

Both the proposed Project and RPA would be consistent with or otherwise would not conflict with SCAG's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), the Riverside County Congestion Management Plan (CMP), and all applicable policies contained within the City of Calimesa General Plan, including those contained within the General Plan Transportation and Mobility Element; thus, impacts due to a conflict with a program, plan, ordinance or policy addressing the circulation system would be less than significant under both the Project and RPA, and the level of impact would be similar. As previously discussed under the analysis of the RPA's impacts to air quality, the RPA would generate less traffic than the Project. Thus, while both the Project and the RPA would result in significant and unavoidable impacts due to VMT, the total amount of VMT generated by the RPA would be reduced in comparison to the Project due to the reduction in the amount of business park building area under the RPA. Accordingly, impacts due to VMT would be significant and unavoidable under both the Project and RPA, and the level of impact would be slightly reduced in comparison to the Project. All physical improvements that would occur under the RPA or as part of the Project would be in conformance with applicable City of Calimesa standards; thus, no impact due to geometric design features that could increase hazards would occur under the Project or RPA, and the level of impact would be the same. Additionally, because similar transportation improvements would occur under the RPA, the RPA would result in similar impacts due to a substantial increase in hazards from a geometric design feature or incompatible uses. In addition, because there would be less development on site under the RPA, the RPA would result in reduced impacts due to inadequate emergency access. Although the truck trips that would be generated by the Project and the RPA have the potential to conflict with traffic related to residential and school uses, truck traffic from the Project and/or RPA would be routed directly to the I-10 via Calimesa Boulevard and the on-ramps located along Singleton Road and Cherry Valley Boulevard, and truck trips would be directed away from residential streets; thus, neither the Project nor the RPA would result in significant

impacts due to traffic from incompatible uses, although the level of impact would be slightly reduced under the RPA in comparison to the Project due to the reduction in the amount of traffic that would be generated under the RPA. Both the Project and RPA would require mitigation to ensure that construction-related impacts to transportation remain below a level of significance, and impacts would be similar between the Project and RPA.

R. Tribal Cultural Resources

Grading activities under the Project and RPA would be similar, and impacts to tribal cultural resources would be potentially significant but would be mitigated to below a level of significance. As the Project and RPA would result in similar areas of physical disturbance, impacts to tribal cultural resources would be similar under the Project and RPA, and would be less than significant following mitigation.

S. Utilities and Service Systems

The level of development intensity on site would be reduced under the RPA in comparison to the Project. Both the Project and RPA would require the construction of water, wastewater, storm water drainage, electric power, natural gas, and telecommunication facilities. Impacts associated with the provision of such facilities would be mitigated to less-than-significant levels with implementation of the mitigation measures identified throughout this EIR, although the level of impact would be slightly reduced under the RPA due to the reduction in the amount of business park building area. The YVWD determined that it has sufficient water resources to accommodate development proposed as part of the Project, while the RPA would include approximately 30% less business park building area and would result in a concomitant reduction in demand for potable water. Because YVWD would be able to provide potable water to both the Project and the RPA, impacts to water supply would be less than significant, although the level of impact would be slightly reduced under the RPA due to the reduction in the amount of business park building area and attendant reduction in the sizing of required utility improvements. Similarly, YVWD would have adequate capacity to treat wastewater generated by either the Project or the RPA; thus, impacts due to wastewater would be less than significant under both the Project and RPA, although the level of impact would be reduced under the RPA due to the reduction in the number of employees on site. Both the Project and RPA would be subject to the City's solid waste regulations, and neither the Project nor the RPA would result in the generation of solid waste that could adversely affect landfill capacity. Impacts associated with solid waste would be less than significant, although the level of impact would be reduced under the RPA due to the reduction in the number of business park building area on site and associated reduction in the amount of solid waste that would be generated.

T. Wildfire

Both the Project and RPA would involve development of urban uses adjacent to lands that are identified as having a high risk for wildfire hazards. Both the Project and RPA would be required to implement a Fire Protection Plan (FPP) to ensure that adequate provisions are accommodated, such as fuel management zones, to reduce the risk of wildfires. With implementation of mitigation and a FPP, impacts due to wildfires would be reduced to less-than-significant levels and the level of impact would be similar.

U. Conclusion

As compared to the Project, implementation of the RPA would result in any increase in impacts as compared to the Project under the issue of recreation (in comparison to land use Scenario 3). The RPA would have similar impacts in comparison to the Project under the issue areas of agriculture/forestry resources, biological resources, cultural resources, hazards/hazardous materials, hydrology/water quality, mineral resources, recreation (compared to land use Scenarios 1 and 2), tribal cultural resources, and wildfire. The RPA would have reduced impacts in comparison to the Project under the issue areas of aesthetics, air quality, energy, geology/soils, greenhouse gas emissions, land use/planning, noise, population/housing, public services, transportation, and utilities/service systems.

The RPA generally would meet all of the Project's objectives, although to a lesser extent. The RPA would meet the Project's objective to efficiently develop an underutilized property with a complementary mix of land uses, including residential, institutional, and business park land uses, with a design that takes topographic, geologic, hydrologic, and environmental opportunities and constraints into consideration; however, the RPA would be less effective than the proposed Project in meeting this objective due to the reduction in the amount of business park building area by approximately 30%. The RPA would meet the Project's objective to establish a master-planned development in a manner that is sensitive to the environment as well as visually and functionally compatible with surrounding existing and proposed land uses. Due to the reduction in the amount of business park building area on site by approximately 30%, the RPA would be less effective than the proposed Project in meeting the Project's objective to expand economic development, facilitate job creation, and increase the tax base for the City of Calimesa by establishing new business park uses adjacent to or near the State highway system. Similarly, due to the reduction in business park building area, the RPA would be less effective than the proposed Project in meeting the Project's objective to establish supply chain uses adjacent to or near designated truck routes and/or the State highway system to avoid or shorten vehicular trip lengths on other roadways. Due to the reduction in the amount of business park building area under the RPA, the RPA would be less effective than the Project in meeting the Project's objective to attract employment-generating businesses to the City of Calimesa to reduce the need for members of the local workforce to commute outside the area for employment, thereby failing to improve the jobs-housing balance in the City and nearby areas beyond the City boundary to the same extent as the Project. The RPA would meet the Project's objective to provide an opportunity to establish higher-density residential uses with access to Calimesa Boulevard to assist the City of Calimesa in potentially producing needed multi-family housing consistent with state housing laws. The RPA would not accommodate church uses; thus, the RPA would not meet the Project's objective to provide an opportunity to establish a place of worship (church) to serve residents of the City of Calimesa and surrounding areas. The RPA would meet the Project's objective to require project design elements such as architecture, landscaping, color, paving, walls, fencing, signage, entry treatments, and other similar design features that would ensure that the property is developed in a manner that is aesthetically pleasing.

6.4.4 STORAGE LOT ALTERNATIVE (SLA)

The Storage Lot Alternative (SLA) considers development of the northerly 95.6 acres of the Project site (OVNSP Planning Area 1) with a truck and trailer storage lot and 11.2 acres of the Project site (OVNSP Planning Area 2) with up to 223 multi-family dwelling units or a church. No warehouse buildings would be constructed. This alternative was selected to allow the Lead Agency (City of Calimesa) to consider a design for the Project site that would reduce the Project's significant and unavoidable impacts due to air quality emissions, GHG emissions, and due to VMT.

A. Aesthetics

Under the SLA, the Project site would be developed with 95.6 acres of truck and trailer storage/parking areas along with 11.2 acres of multi-family or church uses. Thus, because no warehouse buildings would be constructed on site, the Project's less-than-significant impacts to scenic vistas would be reduced under this alternative in comparison to the Project, although impacts would be less than significant under both the Project and the SLA. The Project site is not visible from any officially-designated or eligible scenic highways, and both the Project and SLA would be subject to compliance with Municipal Code Chapter 18.80 and Section 18.70.120 related to oak and non-oak trees on site; thus, impacts to scenic highways under the Project and SLA would be less than significant, and the level of impact would be similar due to the lack of scenic highways in the local area. Although the Project is not expected to result in significant impacts due to degradation of the existing visual character or quality of public views of the site and its surroundings, implementation of the SLA would involve less intense development on site and would not include the construction of any warehouse buildings on site; thus, impacts to visual character and quality would be reduced in comparison to the Project. Although the Project would be subject to compliance with Chapter 18.120 of the City's Municipal Code to preclude light and glare impacts, because the SLA would not include the construction of any warehouse buildings on site, it is expected that the SLA would include fewer lighting elements than the proposed Project, thereby resulting in reduced impacts due to new lighting sources or sources of potential glare in comparison to the proposed Project.

B. Agriculture and Forestry Resources

Under the SLA, and similar to the proposed Project, all portions of the Project site would be subject to development with truck trailer storage and either church or residential uses. The Project site does not contain any "Farmland," as that term is defined by CEQA, the City of Calimesa or the CDC, meaning that both the Project and SLA would not convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or any other "Farmland" as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use. Impacts to Farmland would be less than significant under the SLA and proposed Project, and the level of impact would be the same. The Project site is not zoned for agricultural uses under existing conditions, and as such impacts due to a conflict with existing agricultural zoning would not occur under the Project or SLA and the level of impact would be the same. There is no forest land in the Project's vicinity and no lands in the Project's vicinity are zoned as forest land, timberland, or timberland production; thus, neither the Project nor the SLA would result in impacts to forestry resources, and the level of impact would be the same. There are no components of the Project or SLA that would involve other changes in the existing environment which, due to their location or nature, could result in

the conversion of Farmland to non-agricultural use or forest land to non-forest use; thus, no impacts would occur under the Project or SLA, and the level of impact would be the same.

C. *Air Quality*

1. *Construction*

Because the SLA would not entail the construction of any warehouse buildings on site, construction activities associated with the SLA would occur over a shorter time frame than would occur under the proposed Project, and the intensity of construction activities on site on a daily basis would be reduced under the SLA. As such, it can be concluded that the SLA would result in reduced daily peak air quality emissions during construction as compared to the proposed Project. As with the proposed Project, impacts due to a conflict with the SCAQMD Regional Thresholds during construction would be less than significant, although the level of impact would be reduced under the SLA in comparison to the Project. Similarly, neither the Project nor the SLA would exceed the SCAQMD's construction-related LSTs, although LST impacts would be slightly reduced under the SLA in comparison to the Project. Construction-related odor impacts associated with the SLA would be slightly reduced due to the reduction in the total duration of construction activities, although such impacts would be less than significant under both the Project and SLA with mandatory compliance with SCAQMD Rule 402.

2. Operation

Under long-term operating conditions, the Project site would be developed with 95.6 acres of truck trailer storage areas and 11.2 acres of either multi-family residential or church uses. As the intent of the truck trailer storage area would be for users to park and store truck trailers for a period of time, it can be concluded that daily traffic associated with the truck trailer storage areas would be substantially reduced in comparison to the Project. As a majority of the Project's anticipated air quality emissions would be associated with heavy-duty truck trips generated by the Project's proposed warehouse uses, and because there would be only limited numbers of trucks accessing the truck trailer storage areas on a daily basis, it can be concluded that the SLA would avoid the Project's significant and unavoidable impacts due to regional emissions of NO_X (as would occur with implementation of the Project under Land Use Scenarios 1, 2, and 3), and would avoid the Project's significant and unavoidable impacts due to regional emissions of VOCs and PM_{10} (as would occur with implementation of the Project under Land Use Scenario 2). As such, implementation of the SLA would avoid the Project's significant and unavoidable impacts due to a conflict with the SCAQMD 2022 AQMP. Additionally, due to the reduced intensity of operational activities on site, the SLA also would avoid the Project's less-than-significant impacts (with mitigation for Land Use Scenarios 1 and 2) due to localized operational emissions that would exceed the SCAQMD LSTs for PM_{10} and $PM_{2.5}$. Neither the Project nor the SLA would result in impacts due to CO "hot spots," although the level of impact would be reduced under the SLA due to the reduction in the amount of traffic that would be generated by truck trailer storage uses as compared to warehouse uses. Neither the Project nor the SLA would expose sensitive receptors to cancer risks exceeding the SCAQMD threshold of significance of 10 in one million or the non-cancer health risk threshold of significance of 1.0, although impacts under the SLA would be substantially reduced in comparison to the Project due to the reduction in the amount of daily traffic that would occur under the SLA. Odor impacts would be less than significant under both the Project and SLA, although impacts would be reduced under the

SLA in comparison to the Project due to the reduction in the number of heavy-duty truck trips that would access the site on a daily basis as compared to the proposed Project.

D. Biological Resources

As with the Project, under the SLA, the entire 110.2-acre property would be developed, in addition to approximately 14.2 acres of off-site impacts. Thus, impacts to biological resources under the SLA would be similar as compared to the proposed Project, and mitigation would be required to reduce impacts to less-than-significant levels. Neither the Project nor the SLA would impact sensitive plant species. Both the Project and SLA would result in significant but mitigable impacts to sensitive wildlife species, including the burrowing owl, nesting birds regulated by the MBTA, Crotch's bumble bee, fairy shrimp, and bats. None of the vegetation communities present on site are considered riparian habitat or sensitive vegetation communities; thus, less-than-significant impacts to sensitive vegetation communities would occur under the Project and the SLA, and the level of impact would be similar. Additionally, both the Project and the SLA would result in significant but mitigable impacts to jurisdictional waters (~~0.86 acre~~1.26 acres of CDFW jurisdiction, inclusive of ~~0.73 acre~~1.14 acres of MSHCP riverine resources), and the level of impact would be the same. Neither the Project nor the SLA would interfere substantially with wildlife movement or a native wildlife nursery site; thus, no impacts would occur under the Project or SLA, and the level of impact would be the same. Neither the Project nor the SLA would result in a conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, and the level of impact would be similar. Additionally, both the Project and the SLA would require mitigation to ensure compliance with the MSHCP; with implementation of the required mitigation, impacts would be reduced to less-than-significant levels, and the level of impact would be the same.

E. Cultural Resources

Areas proposed for physical impact under the SLA would be the same as compared to the proposed Project. There are no known historical or archaeological resources present within the Project's impact limits. However, both the Project and SLA have the potential to result in significant impacts to subsurface historical or archaeological resources that may be buried beneath the site's surface. With mitigation, impacts to previously undiscovered historical or archaeological resources would be reduced to less-than-significant levels, and the level of impact would be the same. Both the Project and SLA would result in less-than-significant impacts to human remains with mandatory compliance with California Health and Safety Code § 7050.5 and Public Resources Code § 5097 et. seq.

F. Energy

1. Construction

Energy consumed during the construction of the SLA would be reduced in comparison to the Project due to the elimination of warehouse building construction phase under this alternative, although neither the Project nor the SLA would result in impacts due to the inefficient, wasteful, or unnecessary consumption of energy.

2. Operation

Implementation of the SLA would result in a substantial reduction in the amount of traffic generated by the site as compared to the proposed Project due to the elimination of proposed warehouse uses and the low levels of traffic anticipated for the SLA's proposed truck trailer storage uses. Thus, while impacts due to long-term operational energy demands would be less than significant under both the Project and SLA, the SLA would result in a substantial reduction in energy demands in comparison to the Project due to the elimination of warehouse uses and the limited energy demands associated with truck trailer storage uses. Both the Project and SLA would be required to comply with adopted State and local plans related to energy conservation; thus, impacts would be less than significant and the level of impact would be similar.

G. Geology and Soils

There are no known faults on or trending towards the Project site; thus, impacts associated with rupture of a known fault would be less than significant and similar under the proposed Project and the SLA. However, the SLA is projected to result in a future residential population of up to 642 persons and a nominal number of employees associated with the truck trailer storage uses. By comparison, the Project is anticipated to generate 642 residents and up to 3,274 employees; thus, because the Project would result in more people on site as compared to the SLA, the Project's less-than-significant impacts due to strong seismic ground shaking would be reduced under the SLA. Because the SLA would not entail the construction of any warehouse buildings or other large structures in the northern 95.6 acres of the Project site, impacts due to unstable geologic units or soils that are unstable and that potentially could result in on- or off-site landslide, lateral spreading, collapse, or rockfall hazard would be reduced under the SLA in comparison to the Project, although impacts would be less than significant under both the Project and SLA. Impacts associated with ground subsidence also would be reduced under the SLA in comparison to the Project due to the lack of proposed warehouse buildings, although such impacts would be less than significant under both the Project and SLA. Neither the Project nor the SLA would be subject to geologic hazards, such as seiches, mudflow, or volcanic hazards; impacts would be less than significant and the level of impact would be similar. Grading activities would be similar under the Project and SLA; thus, impacts due to cut or fill slopes greater than 2:1 or higher than 30 feet would be similar and would be less than significant. Neither the Project nor the SLA would result in grading that affects or negates subsurface sewage disposal systems, and neither the Project nor the SLA would require septic tanks or alternative waste water disposal systems on unsuitable soils; thus, impacts would be less than significant and similar under the SLA and proposed Project. Similarly, impacts due to erosion hazards during construction and long-term operation would be similar under the SLA and proposed Project and impacts would be less than significant. Both the Project and SLA would require remediation of expansive soil on site; thus, impacts associated with expansive soils would be similar and would be less than significant.

H. Greenhouse Gas Emissions

Both the Project and SLA would be required to comply with the City of Calimesa Climate Action Plan (CAP); however, the CAP did not demonstrate compliance with the Statewide GHG goal established by SB 32 for 2030 because it was adopted prior to Senate Bill 32. Thus, under both the Project and SLA, the City's CAP cannot be relied upon to determine project-level significance. Notwithstanding, there are no components of the proposed Project and SLA that would have the potential to conflict with the City's CAP. A majority of the

GHG emissions would be generated by the Project site would be due to vehicular-related emissions. Because the SLA would result in the elimination of proposed warehouse buildings, the SLA would result in a substantial reduction in the amount of traffic generated by the Project site as compared to the proposed Project; thus, the level of GHG emissions under the SLA would be substantially reduced in comparison to the Project. Although both the Project and the SLA would be subject to mitigation measures, both the Project and SLA would result in GHG emissions that would exceed the identified threshold of significance of 3,000 $MTCO_2e$/yr. Although mitigation measures presented in EIR Subsection 4.8 that are applicable to trailer lots and multi-family or church development would apply to both the Project and SLA, the identified mitigation would not reduce the level of GHG emissions under the Project or SLA to below the 3,000 $MTCO_2e$/yr threshold. Accordingly, impacts due to GHG emissions would be significant and unavoidable under both the Project and SLA, although the level of impact would be reduced under the SLA due to the omission of business park building area. Additionally, because GHG impacts under the Project and SLA would be significant and unavoidable, both the Project and SLA would result in significant and unavoidable impacts due to a conflict with the CARB 2022 Scoping Plan, and the level of impact would be slightly reduced under the SLA in comparison to the Project.

I. Hazards and Hazardous Materials

Soil remediation to address existing soil contamination due to pesticides associated with past agricultural uses would be required under both the Project and SLA; thus, impacts due to existing site hazards would be less than significant with mitigation under both the Project and SLA, and the level of impact would be similar. The potential for hazardous materials under construction activities would be similar under the Project and SLA, and impacts would be less than significant. Under long-term operational conditions, the proposed Project would have the potential to include businesses that handle hazardous materials, while the SLA is not anticipated to be associated with the handling of hazardous materials due to the elimination of warehouse uses under this alternative. Although the uses proposed under the Project would not involve the type or quantity that would pose a significant hazard, long-term operational impacts due to hazards and hazardous materials would be reduced under the SLA in comparison to the Project, although such impacts would be less than significant under both the Project and SLA. Neither the Project nor the SLA would impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan; thus, impacts under the SLA and proposed Project would be less than significant and the level of impact would be similar. Although the Project site is within 0.25-mile of an existing school (Monty's Montessori Academy), neither the Project nor the SLA would emit hazardous emissions, or handle hazardous or acutely hazardous materials, substances, or waste, because neither the Project nor the SLA would involve businesses that have the potential for storage of hazardous materials in quantities that would pose a risk to public safety that would result in impacts to nearby schools. The Project site is not identified on any lists of hazardous materials sites compiled pursuant to Government Code Section 65962.5; thus, no impact would occur under the Project or SLA, and the level of impact would be similar. The Project site is not located within two miles of a public airport or within an airport land use plan, with the nearest public use airport (San Bernardino International Airport [SBIA]) occurring approximately 13.0 miles southwest of the Project site; thus, impacts due to airport-related hazards would be less than significant under both the Project and SLA, and the level of impact would be similar. The Project site is not located in the Airport Influence Area (AIA) of any private airports; thus, there would be no impacts due to private airport-related hazards and the level of impact would be the same.

J. Hydrology and Water Quality

Both the Project and the SLA would be subject to compliance with the Santa Ana Region Basin Plan, and would be required to comply with the requirements of the Santa Ana RWQCB. This includes the requirement to obtain a NPDES Municipal Stormwater Permit for construction activities, which requires the preparation and implementation of a SWPPP that would include measures to address water pollution, including sedimentation. Additionally, both the Project and SLA would be subject to NPDES requirements for long-term operations, which would reduce potential water quality impacts (including sediments) from long-term operations to less-than-significant levels. It is not expected that the Project or SLA would result in substantial changes to the existing drainage system of the Project site and area; thus, impacts would be less than significant and the level of impact would be similar. Both the Project and SLA would be subject to future implementing hydrology studies as part of future implementing development (e.g., grading permits, building permits, etc.), which would be required to demonstrate adequate capacity to handle runoff from the Project site; thus, impacts related to exceeding the capacity of existing or planned stormwater drainage facilities would be less than significant and the level of impact would be similar. The Project site is not subject to tsunamis or seiche zones, and following mitigation would not be subject to flood hazards; thus, impacts due to pollution from inundation by floods, tsunamis, and seiches would be less than significant following mitigation, and the level of impact would be similar.

K. Land Use and Planning

Neither the Project nor the SLA would disrupt or divide the physical arrangement of an established community; thus, impacts would be less than significant and the level of impact would be similar. Assuming approval of the Project's proposed General Plan Amendment, both the Project and the SLA would be fully consistent with the City of Calimesa General Plan. Thus, impacts would be less than significant under both the Project and the SLA, and the level of impact would be similar. Both the Project and SLA also would be consistent with SCAG's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), and as such impacts due to a conflict would be similar and less than significant. Although the analysis throughout this EIR demonstrates that localized impacts on the surrounding community would be less than significant with implementation of the Project, the SLA would not entail the construction of any warehouse uses on site, as the northern portions of the Project site would be used for the storage of truck trailers; thus, impacts due to land use incompatibility would be reduced under the SLA in comparison to the Project, although such impacts would be less than significant under the Project and SLA.

L. Mineral Resources

The Project site does not contain any known mineral resources that would be of value to the region or the residents of the State. Accordingly, no impacts to mineral resources would occur under the Project or the SLA, and the level of impact would be similar. Additionally, neither the Project nor the SLA would result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. No impacts would occur, and the level of impact would be similar.

M. Noise

1. Construction

Although the total duration of construction activities would be reduced under the SLA in comparison to the Project, grading and paving activities associated with the SLA and proposed Project would be similar. As shown on EIR Table 4.13-6, grading and paving activities generate the highest levels of noise out of all the construction phases. As such, construction-related noise impacts would be similar between the SLA and proposed Project, and the analysis in EIR Section 4.13, *Noise*, demonstrates that daytime and nighttime construction-related noise impacts would be below the identified thresholds of significance; thus, construction related noise would be less than significant under the SLA and the proposed Project, although the level of impact would be slightly reduced under the SLA due to the reduction in the duration of anticipated construction activities on site.

2. Operation

Under the SLA, there would be no development of warehouse uses on site, and the northern 95.6 acres of the Project site would be developed with truck trailer storage uses. As the primary source of the Project's operational noise would result from the operation of warehouse buildings, implementation of the SLA would result in a substantial reduction in operational noise levels in comparison to the Project. The analysis in EIR Section 4.13 demonstrates that Project operations would not expose any sensitive receptors to operational-related noise levels exceeding the identified thresholds of significance. Therefore, it can be concluded that operational-related noise impacts associated with the SLA also would be less than significant, but would be substantially reduced in comparison to the Project due to the elimination of warehouse uses. Although traffic-related noise would be less than significant under both the Project and SLA, traffic-related noise impacts under the SLA would be substantially reduced in comparison to the Project due to the elimination of warehouse uses and the concomitant reduction in the amount of traffic that would be generated by the Project site. On-site noise impacts to the Project's residential uses would be reduced to less-than-significant levels with the implementation of mitigation; thus, it can be concluded that with mitigation, on-site traffic-related noise impacts affecting residential uses under the SLA also would be less than significant with mitigation, and the level of impact would be similar. The Project site is located outside of areas subject to public and private airport-related noise levels exceeding 55 dBA CNEL; thus, impacts due to airport-related noise would be less than significant under both the Project and the SLA, and the level of impact would be similar.

N. Population and Housing

Neither the Project nor the SLA would result in the displacement of substantial numbers of existing people or housing, necessitating the construction of housing elsewhere; thus, no impact would occur under either the Project or SLA, and the level of impact would be similar. Although the intensity of development on site would be substantially reduced under the SLA in comparison to the Project, neither the SLA nor the Project would represent substantial unplanned population growth as the Project site currently is planned for urban land uses by the City's General Plan. Additionally, neither the Project nor the SLA would indirectly induce growth, as infrastructure improvements would be sized to accommodate only future development on site. Impacts to population and housing would be less than significant under both the Project and SLA, although the level of

impact would be reduced under the SLA due to the elimination of warehouse buildings on site and the associated reduction in the number of employees that would be generated on site.

O. Public Services

The SLA would result in a substantial reduction in the level of development intensity on site as compared to the proposed Project. As such, impacts to fire services, sheriff services, schools, parkland, library services, and health services under the SLA would be reduced in comparison to the Project due to the reduction in the number of employees on site by between 954 and 3,274 persons, although such impacts would be less than significant under both the Project and SLA with mandatory payment DIF fees in accordance with City of Calimesa Municipal Code Chapter 18.115 and mandatory payment of school impact fees pursuant to SB 50. As discussed in EIR Subsection 4.15, *Public Services*, Chapter 18.115 was established to mitigate the costs associated with additional capital, infrastructure, public facilities, and service improvement need attributed to new development. According to Chapter 18.115, the City Council adjusts the DIF rates periodically to ensure that the rates adequately provide for the necessary capital, infrastructure, public facilities, and service improvements needed to meet the City's demands for these services.

P. Recreation

Both the Project and SLA would include up to 223 multi-family residential dwelling units and would generate approximately 504 future residents (175 households x 2.88 persons per household = 504 persons). Based on the City's standard of 5.0 acres per 1,000 persons, both the Project (under land use Scenarios 1 and 2) and the SLA would generate a demand for approximately 3.21 acres of parkland (642 persons x 5.0 acres/1,000 persons = 3.21 acres), while land use Scenario 3 would not involve any residential development on site. Thus, the SLA would result in the same demand for parkland resources in comparison to land use Scenarios 1 and 2, but would result in an increase in demand for 3.21 acres of parkland in comparison to land use Scenario 3. Neither the Project nor the SLA would accommodate the required on-site parkland. Thus, both the Project and the SLA would be subject to payment of in-lieu park fees. Mandatory payment of fees would reduce potential impacts due to the physical deterioration of existing recreational facilities to below a level of significance, with the level of impact being similar in comparison to land use Scenarios 1 and 2 and increased in comparison to land use Scenario 3. Both the Project and SLA would involve the construction of recreational facilities on site (i.e., sidewalks, bike lanes, and trails), although such impacts would be inherent to the construction phase, have been evaluated throughout this EIR accordingly, and all of the Project's significant impacts would be mitigated to the maximum feasible extent; thus, impacts due to the construction of recreational facilities would be less than significant under both the Project and SLA, and the level of impact would be similar.

Q. Transportation

Both the proposed Project and SLA would be consistent with or otherwise would not conflict with SCAG's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), the Riverside County Congestion Management Plan (CMP), and all applicable policies contained within the City of Calimesa General Plan, including those contained within the General Plan Transportation and Mobility Element; thus, impacts due to a conflict with a program, plan, ordinance, or policy addressing the circulation system would be less than significant under both the Project and SLA, and the level of impact would be similar. As previously

discussed under the analysis of the SLA's impacts to air quality, the SLA would generate substantially less traffic than the Project. Thus, while both the Project and the SLA would result in significant and unavoidable impacts due to VMT, the total amount of VMT generated by the SLA would be substantially reduced in comparison to the Project due to the replacement of warehouse uses with truck trailer storage uses under the SLA. Accordingly, impacts due to VMT would be significant and unavoidable under both the Project and SLA, although the level of impact would be reduced in comparison to the Project. All physical improvements that would occur under the SLA or as part of the Project would be in conformance with applicable City of Calimesa standards; thus, no impact due to geometric design features that could increase hazards would occur under the Project or SLA, and the level of impact would be the same. Additionally, because similar transportation improvements would occur under the SLA, the SLA would result in similar impacts due to a substantial increase in hazards from a geometric design feature or incompatible uses. In addition, because there would be less development on site under the SLA, the SLA would result in reduced impacts due to inadequate emergency access. Although truck traffic under the proposed Project would be routed directly to the I-10 via Calimesa Boulevard and the on-ramps located along Singleton Road and Cherry Valley Boulevard and truck traffic would be directed away from residential streets, the SLA would not include any warehouse uses and would result in a substantial reduction in the number of truck trips associated with the Project site on a daily basis. Thus, while impacts due to traffic from incompatible uses would be less than significant under the Project, impacts due to such a conflict would be substantially reduced with implementation of the SLA. Both the Project and SLA would require mitigation to ensure that construction-related impacts to transportation remain below a level of significance, and impacts would be similar between the Project and SLA.

R. Tribal Cultural Resources

Grading activities under the Project and SLA would be similar, and impacts to tribal cultural resources would be potentially significant but would be mitigated to below a level of significance. As the Project and SLA would result in similar areas of physical disturbance, impacts to tribal cultural resources would be similar under the Project and SLA, and would be less than significant following mitigation.

S. Utilities and Service Systems

The level of development intensity on site would be substantially reduced under the SLA in comparison to the Project due to the elimination of warehouse uses. Both the Project and SLA would require the construction of water, wastewater, storm water drainage, electric power, natural gas, and telecommunication facilities, although the extent of required improvements would be reduced under the SLA due to the elimination of warehouse uses. Impacts associated with the provision of such facilities would be mitigated to less-than-significant levels with implementation of the mitigation measures identified throughout this EIR, although the level of impact would be reduced under the SLA due to the reduction in the amount of utility-related improvements that would be required in comparison to the Project. The YVWD determined that it has sufficient water resources to accommodate development proposed as part of the Project, while the SLA would not include any warehouse uses; thus, the demand for potable water under the SLA would be reduced from 206 acre-feet per year (AFY) to 175 AFY assuming Planning Area 2 is developed with residential uses, and the Project site's water demand would be even further reduced if Planning Area 2 were to be developed with church uses. Because YVWD would be able to provide potable water to both the Project and the SLA, impacts

to water supply would be less than significant, although the level of impact would be slightly reduced under the SLA due to the elimination of proposed warehouse uses and attendant reduction in the sizing of required utility improvements. Similarly, YVWD would have adequate capacity to treat wastewater generated by either the Project or the SLA; thus, impacts due to wastewater would be less than significant under both the Project and SLA, although the level of impact would be reduced under the SLA due to the reduction in the number of employees on site. Both the Project and SLA would be subject to the City's solid waste regulations, and neither the Project nor the SLA would result in the generation of solid waste that could adversely affect landfill capacity. Impacts associated with solid waste would be less than significant, although the level of impact would be reduced under the SLA due to the elimination of proposed warehouse buildings on site and associated reduction in the amount of solid waste that would be generated.

T. Wildfire

Both the Project and SLA would involve development of urban uses adjacent to lands that are identified as having a high risk for wildfire hazards, although the SLA would result in the construction of fewer buildings on site with the elimination of proposed warehouse uses. Both the Project and SLA would be required to implement a Fire Protection Plan (FPP) to ensure that adequate provisions are accommodated, such as fuel management zones, to reduce the risk of wildfires. With implementation of mitigation and a FPP, impacts due to wildfires would be reduced to less-than-significant levels, although the level of impact would be reduced under the SLA in comparison to the Project because the SLA would not include the four warehouse buildings that would be constructed as part of the Project, and truck trailer storage uses would not include any large buildings that could be subject to wildland fire hazards.

U. Conclusion

As compared to the Project, implementation of the SLA would not result in any increased impacts as compared to the Project. The SLA would have similar impacts in comparison to the Project under the issue areas of agriculture/forestry resources, biological resources, cultural resources, hydrology/water quality, mineral resources, recreation, and tribal cultural resources. The SLA would have reduced impacts in comparison to the Project under the issue areas of aesthetics, air quality, energy, geology/soils, greenhouse gas emissions, hazards/hazardous materials, land use/planning, noise, population/housing, public services, transportation, utilities/service systems, and wildfire.

The SLA generally would meet some of the Project's objectives, although to a much lesser extent, and the SLA would fail to meet several of the Project's objectives. The SLA would meet the Project's objective to efficiently develop an underutilized property with a complementary mix of land uses, including residential, institutional, and business park land uses, with a design that takes topographic, geologic, hydrologic, and environmental opportunities and constraints into consideration; however, the SLA would be less effective than the proposed Project in meeting this objective due to the proposed development of truck trailer storage lots in lieu of warehouse uses. The SLA would meet the Project's objective to establish a master-planned development in a manner that is sensitive to the environment as well as visually and functionally compatible with surrounding existing and proposed land uses. Due to the elimination of proposed warehouse uses on site, the SLA would fail to meet the Project's objective to expand economic development, facilitate job creation,

and increase the tax base for the City of Calimesa by establishing new business park uses adjacent to or near the State highway system. Similarly, due to the elimination of proposed warehouse uses on site , the SLA would fail to meet the Project's objective to establish supply chain uses adjacent to or near designated truck routes and/or the State highway system to avoid or shorten vehicular trip lengths on other roadways. Due to the elimination of proposed warehouse uses on site under the SLA, the SLA would be less effective than the Project in meeting the Project's objective to attract employment-generating businesses to the City of Calimesa to reduce the need for members of the local workforce to commute outside the area for employment, thereby failing to improve the jobs-housing balance in the City and nearby areas beyond the City boundary to the same extent as the Project. Because the SLA would allow for development of either multi-family residential or church uses on the southern 11.2 acres of the Project site, the SLA would meet the Project's objective to provide an opportunity to establish higher-density residential uses with access to Calimesa Boulevard to assist the City of Calimesa in potentially producing needed multi-family housing consistent with state housing laws, and also would meet the Project's objective to provide an opportunity to establish a place of worship (church) to serve residents of the City of Calimesa and surrounding areas. The SLA would meet the Project's objective to require project design elements such as architecture, landscaping, color, paving, walls, fencing, signage, entry treatments, and other similar design features that would ensure that the property is developed in a manner that is aesthetically pleasing.

6.4.5 Environmentally Superior Alternative

CEQA Guidelines § 15126.6 requires the identification of the environmentally superior alternative. As discussed herein, implementation of the NDA would result in no physical environmental impacts beyond those that have historically occurred on the property. Because the NDA would avoid most of the Project's impacts, it warrants consideration as the "environmentally superior alternative." However, pursuant to CEQA Guidelines § 15126.6(e)(2), if a no project alternative is identified as the environmentally superior alternative, then the EIR shall also identify an environmentally superior alternative among the other alternatives. Accordingly, the Storage Lot Alternative (SLA), as discussed above in subsection 6.4.4, is identified as the Environmentally Superior Alternative pursuant to CEQA Guidelines § 15126.6 because the SLA generally would result in a reduction in the Project's impacts, including the Project's significant and unavoidable impacts due to air quality emissions, GHG emissions, and due to VMT.

Table 6-4 Alternatives to the Project – Comparison of Environmental Impacts

Environmental Topic/Project Objective	Proposed Project Significance of Impacts After Mitigation	Level of Impact Compared to the Proposed Project/Compliance with Project Objectives			
		No Development Alternative (NDA)	No Project Alternative (NPA)	Reduced Project Alternative (RPA)	Storage Lot Alternative (SLA)
Aesthetics	Less than Significant	Reduced	Increased	Reduced	Reduced
Agriculture and Forestry Resources	Less than Significant	Reduced	Similar	Similar	Similar
Air Quality	Significant and Unavoidable Direct and Cumulatively-Considerable Impacts	Reduced to Less-than-Significant Levels	Reduced, but not to Less-than-Significant Levels (in comparison to Land Use Scenario 1) Increased (in comparison to Land Use Scenarios 2 and 3)	Reduced but not to Less-than-Significant levels	Reduced to Less-than-Significant levels
Biological Resources	Less than Significant	Reduced	Similar	Similar	Similar
Cultural Resources	Less than Significant	Reduced	Similar	Similar	Similar
Energy	Less than Significant	Reduced	Reduced (in comparison to Land Use Scenario 1) Increased (in comparison to Land Use Scenarios 2 and 3)	Reduced	Reduced
Geology and Soils	Less than Significant	Reduced	Reduced	Reduced	Reduced
Greenhouse Gas Emissions	Significant and Unavoidable Direct and Cumulatively-Considerable Impacts	Reduced to Less-than-Significant Levels	Reduced, but not to Less-than-Significant Levels (in comparison to Land Use Scenario 1) Increased (in comparison to Land Use Scenarios 2 and 3)	Reduced but not to Less-than-Significant levels	Reduced but not to Less-than-Significant levels
Hazards and Hazardous Materials	Less than Significant	Reduced	Similar	Similar	Reduced
Hydrology and Water Quality	Less than Significant	Most Issues: Reduced Erosion/Siltation: Increased	Similar	Similar	Similar
Land Use and Planning	Less than Significant	Increased	Similar	Reduced	Reduced
Mineral Resources	Less than Significant	Reduced	Similar	Similar	Similar
Noise	Less than Significant	Reduced	Reduced (in comparison to Land Use Scenario 1) Increased (in comparison to Land Use Scenarios 2 and 3)	Reduced	Reduced
Population and Housing	Less than Significant	Reduced	Similar	Reduced	Reduced
Public Services	Less than Significant	Reduced	Similar	Reduced	Reduced

Environmental Topic/Project Objective	Proposed Project Significance of Impacts After Mitigation	Level of Impact Compared to the Proposed Project/Compliance with Project Objectives			
		No Development Alternative (NDA)	No Project Alternative (NPA)	Reduced Project Alternative (RPA)	Storage Lot Alternative (SLA)
Recreation	Less than Significant	Reduced	Reduced (in comparison to Land Use Scenario 1) Increased (in comparison to Land Use Scenarios 2 and 3)	Increased (in comparison to Land Use Scenario 3) Similar (in comparison to Land Use Scenarios 1 and 2)	Similar
Transportation	Significant and Unavoidable Direct and Cumulatively-Considerable Impacts	Reduced to Less-than-Significant Levels	Reduced, but not to Less-than-Significant Levels (in comparison to Land Use Scenario 1) Increased (in comparison to Land Use Scenarios 2 and 3)	Reduced but not to Less-than-Significant levels	Reduced but not to Less-than-Significant levels
Tribal Cultural Resources	Less than Significant	Reduced	Similar	Similar	Similar
Utilities and Service Systems	Less than Significant	Reduced	Similar	Reduced	Reduced
Wildfire	Less-than-Significant	Mixed (No new buildings would be constructed on site, but the natural vegetation on site would be subject to wildland fire hazards)	Similar	Similar	Reduced
Objective A: To efficiently develop an underutilized property with a complementary mix of land uses, including residential, institutional, and business park land uses, with a design that takes topographic, geologic, hydrologic, and environmental opportunities and constraints into consideration.		No	Yes, but less effectively (due to the lack of institutional land uses)	Yes, but less effectively	Yes, but less effectively
Objective B: To establish a master-planned development in a manner that is sensitive to the environment as well as visually and functionally compatible with surrounding existing and proposed land uses.		No	Yes, but less effectively	Yes	Yes
Objective C: Expand economic development, facilitate job creation, and increase the tax base for the City of Calimesa by establishing new business park uses adjacent to or near the State highway system.		No	Yes	Yes, but less effectively	No
Objective D: Establish supply chain uses adjacent to or near designated truck routes and/or the State highway system to avoid or shorten vehicular trip lengths on other roadways.		No	Yes, but less effectively	Yes, but less effectively	No

Environmental Topic/Project Objective	Proposed Project Significance of Impacts After Mitigation	Level of Impact Compared to the Proposed Project/Compliance with Project Objectives			
		No Development Alternative (NDA)	No Project Alternative (NPA)	Reduced Project Alternative (RPA)	Storage Lot Alternative (SLA)
Objective E: Attract employment-generating businesses to the City of Calimesa to reduce the need for members of the local workforce to commute outside the area for employment, thereby improving the jobs-housing balance in the City and nearby areas beyond the City boundary.		No	Yes (Compared to Land Use Scenario 3) Yes, but less effectively (Compared to Land Use Scenarios 1 & 2)	Yes, but less effectively	Yes, but less effectively
Objective F: Provide an opportunity to establish higher-density residential uses with access to Calimesa Boulevard to assist the City of Calimesa in potentially producing needed multi-family housing consistent with state housing laws.		No	Yes	Yes	Yes
Objective G: Provide an opportunity to establish a place of worship (church) to serve residents of the City of Calimesa and surrounding areas.		No	No	No	Yes
Objective H: To require project design elements such as architecture, landscaping, color, paving, walls, fencing, signage, entry treatments, and other similar design features that would ensure that the property is developed in a manner that is aesthetically pleasing.		No	Yes, but less effectively	Yes	Yes

7.0 REFERENCES

7.1 PERSONS CONTRIBUTING TO EIR PREPARATION

7.1.1 CITY OF CALIMESA PLANNING DIVISION

Kelly Lucia, Planning Director, City of Calimesa
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7.2 DOCUMENTS APPENDED TO THIS EIR

The following reports, studies, and supporting documentation were used in preparing the Oak Valley North EIR and are bound separately as Technical Appendices. A copy of the Technical Appendices is available for review at 908 Park Avenue, Calimesa, CA 92320.

Appendix A.1: Notice of Preparation (NOP) (Current Project), and Written Comments on the NOP.

Appendix A.2: NOP (Prior Version of Project) and Written Comments on the NOP (Prior Version of Project)

Appendix B: T&B Planning, Inc. 2023. *Land Evaluation and Site Assessment Model for the Oak Valley North Project*. July 20, 2023.

Appendix C: Urban Crossroads, Inc. (Urban Crossroads). 2023a. *Oak Valley North Specific Plan Air Quality Impact Analysis*. December 18, 2023.

Appendix D: Urban Crossroads. 2023b. *Oak Valley North Specific Plan Mobile Source Health Risk Assessment*. December 19, 2023.

Appendix E.1: L&L Environmental, Inc. (L&L). 2024a. *Biological Resources Assessment, Burrowing Owl, Nesting Raptor, Botanical and Narrow Endemic Plant, And Tree Surveys For Oak Valley North Commerce Center Project 9950 and 10300 Calimesa Boulevard, Calimesa, Riverside County, California*. ~~February~~ August 2024.

Appendix E.2: L&L. 2024b. *Western Riverside County Multiple Species Habitat Conservation Plan Consistency Analysis Oak Valley North Commerce Center Project 9950 and 10300 Calimesa Boulevard City of Calimesa, Riverside County, California*. February 2024.

Appendix E.3: L&L. ~~2023a~~2024f. *Revised Jurisdictional Delineation Oak Valley North Commerce Center Project 9950 and 10300 Calimesa Boulevard, City of Calimesa, Riverside County, California*. ~~December 2023~~August 2024.

Appendix E.4: L&L. ~~2023c~~2023. *Tree Survey for Oak Valley North Commerce Center Project 9950 and 10300 Calimesa Boulevard, City of Calimesa, Riverside County, California*. April 18, 2023.

Appendix E.5: L&L. 2024c. *Revised Western Riverside County Multiple Species Habitat Conservation Plan Determination of Biologically Equivalent or Superior Preservation Oak Valley North Commerce Center Project 9950 and 10300 Calimesa Boulevard, Calimesa, Riverside County, California*. ~~February~~ August 2024.

Appendix E.6: LSA. 2023. *Results of Focused Bat Habitat Assessment at 9950 and 10300 Calimesa Boulevard, Calimesa, California, for the Oak Valley North Commerce Center Project*. March 9, 2023.

Appendix E.7: L&L, 2024d. *Oak Valley North Commerce Center Project Oak Tree and Mature Non-Oak Tree Planting and Restoration Plan.* February 2024.

Appendix E.8 L&L, 2024e. *Oak Valley North Project – Response to Oswit and SW Wildlands Comments*. June 17, 2024.

Appendix E.9 Huffman Environmental, 2024. *Oak Valley North Project Fairy Shrimp Wet and Dry Season Final Report*. June 2024.

Appendix F: PeloWest, LLC (PaleoWest). 2024. *Cultural Resources Assessment for the Oak Valley North Specific Plan Project, City of Calimesa, Riverside County, California*. March 7, 2024.

Appendix G: Urban Crossroads. 2023c. *Oak Valley North Specific Plan Energy Analysis*. December 18, 2023.

Appendix H: Southern California Geotechnical (SCG). 2023. *Revised Geotechnical Investigation Proposed Commercial/Industrial Development*. December 6, 2023.

Appendix I: PaleoWest. 2023. *Paleontological Resources Assessment for the Oak Valley North Specific Plan, City of Riverside County, California*. July 18, 2023.

Appendix J: Urban Crossroads. 2023d. *Oak Valley North Specific Plan Greenhouse Gas Analysis*. December 18, 2023.

Appendix K.1: Waterstone Environmental, Inc. (Waterstone). 2020. *Phase I Environmental Assessment Report, Subject Properties Located at 9950 and 10300 Calimesa Boulevard, Calimesa, California 92320*. July 23, 2020.

Appendix K.2: Waterstone. 2022. *Results of Limited Phase II Sampling for the Diocese of San Bernardino Property Located at 9950 and 10300 Calimesa Boulevard, Calimesa, California 92320*. March 10, 2022.

Appendix K.3: Waterstone. 2023. *Update Letter for the Subject Properties Located at 9950 and 10300 Calimesa Boulevard, Calimesa, California*. May 11, 2023.

Appendix K.4 Waterstone. 2024. *Results of Additional Phase II Sampling at the Stearns and Diocese of San Bernardino Properties Located at 9950 and 10300 Calimesa Boulevard, Oak Valley North Project, Calimesa, California*. February 22, 2024.

Appendix L.1: Webb Associates (Webb). 2023a. *Oak Valley North – Building 1 DPR No. 22-05, CUP No. 22-02 City of Calimesa, County of Riverside, California - Preliminary WQMP*. June 2023.

Appendix L.2: Webb. 2023b. *Oak Valley North – Building 2 DPR No. 22-06, CUP No. 22-03 City of Calimesa, County of Riverside, California - Preliminary WQMP.* June 2023.

Appendix L.3: Webb. 2023c. *Oak Valley North – Building 3 DPR No. 22-07, CUP No. 22-04 City of Calimesa, County of Riverside, California - Preliminary WQMP.* June 2023.

Appendix L.4: Webb. 2023d. *Oak Valley North – Building 4 DPR No. 22-08, CUP No 22-06 City of Calimesa, County of Riverside, California – Preliminary WQMP.* June 2023.

Appendix L.5: Webb. 2023e. *Oak Valley North – Trailer Lot 1 DPR No. 22-09 City of Calimesa, County of Riverside – Preliminary WQMP.* June 2023.

Appendix L.6: Webb. 2023f. *Oak Valley North – Trailer Lot 2 DPR No. 22-10 City of Calimesa, County of Riverside – Preliminary WQMP.* June 2023.

Appendix M.1: Webb. 2023g. *Oak Valley North – Building 1 DPR No. 22-05, CUP No. 22-02 City of Calimesa, County of Riverside, California - Preliminary Drainage Study.* June 2023.

Appendix M.2: Webb. 2023h. *Oak Valley North – Building 2 DPR No. 22-06, CUP No. 22-03 City of Calimesa, County of Riverside, California - Preliminary Drainage Study.* June 2023.

Appendix M.3: Webb. 2023i. *Oak Valley North – Building 3 DPR No. 22-07, CUP No. 22-04 City of Calimesa, County of Riverside, California - Preliminary Drainage Study.* June 2023.

Appendix M.4: Webb. 2023j. *Oak Valley North – Building 4 DPR No. 22-08, CUP No 22-06 City of Calimesa, County of Riverside, California – Preliminary Drainage Study.* June 2023.

Appendix M.5: Webb. 2023k. *Oak Valley North – Trailer Lot 1 DPR No. 22-09 City of Calimesa, County of Riverside – Preliminary Drainage Study.* June 2023.

Appendix M.6: Webb. 2023l. *Oak Valley North – Trailer Lot 2 DPR No. 22-10 City of Calimesa, County of Riverside – Preliminary Drainage Study*. June 2023.

Appendix N: Urban Crossroads. 2024. *Oak Valley North Specific Plan Noise and Vibration Analysis*. February 5, 2024.

Appendix O.1: Urban Crossroads. 2023e. *Oak Valley North Specific Plan Vehicle Miles Traveled (VMT) Analysis*. October 18, 2023.

Appendix O.2: Urban Crossroads. 2023f. *Oak Valley North Specific Plan Supplemental VMT Analysis*. October 18, 2023.

Appendix P: Urban Crossroads. 2023g. *Oak Valley North Specific Plan Traffic Analysis*. December 21, 2023.

Appendix Q.1: Dudek. 2024a. *Fire Protection Plan Oak Valley North County of Riverside*. February 2024.

Appendix Q.2: Dudek. 2024b. *Wildfire Evacuation Plan, Oak Valley North*. February 2024.

Appendix R: Yucaipa Valley Water District (YVWD). 2023. *Water Supply Assessment and Written Verification of Supply for the Oak Valley North Project*. August 15, 2023.

Appendix S: Proposed Oak Valley North Specific Plan

7.3 DOCUMENTS INCORPORATED BY REFERENCE

The following reports, studies, and supporting documentation were used in the preparation of this EIR and are incorporated by reference within this EIR. A copy of the following reports, studies, and supporting documentation is a matter of public record and is generally available to the public at the location listed.

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