

September 2019 | Negative Declaration

K-8 STEAM ACADEMY

Temecula Valley Unified School District

Prepared for:

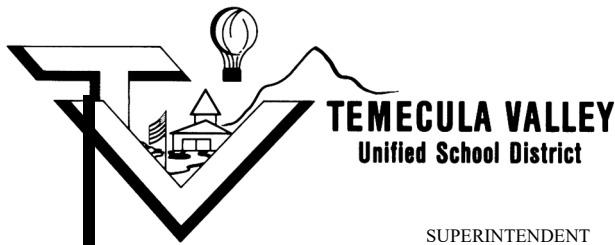
Temecula Valley Unified School District

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NEGATIVE DECLARATION

Pursuant to the California Environmental Quality Act (CEQA) (California Public Resources Code (PRC) Sections 2100 et seq.) and the State CEQA Guidelines (California Code of Regulations (CCR) Sections 15000 et seq.), the Temecula Valley Unified School District has completed this Negative Declaration (ND) for the project described below based on the assessment presented in the attached Initial Study.

LEAD AGENCY: Temecula Valley Unified School District

PROJECT TITLE: K-8 STEAM Academy

PROJECT LOCATION: The project site is at the northwest corner of Washington Street and Abelia Street. The site is a District-owned 23-acre property in the Community of French Valley in an unincorporated area of southwest Riverside County (Assessor Parcel Number 476-020-011), and within the City of Temecula Sphere of Influence.

PROJECT DESCRIPTION: The Temecula Valley Unified School District is proposing a new K-8 Science, Technology, Engineering, Arts, and Mathematics (STEAM) school that would provide 1,191 seats for K-8 students and would have about 60 faculty and staff. The project consists of 10 permanent and 7 portable buildings: academic and administrative buildings, a multipurpose building, a Kindergarten building, gardens and landscaping, walkways, play yards, hardscourts, playfields, two parking lots with drop-off/pick-up lanes, and a separate bus drop-off/pick-up area.

Phase I (6, 7, 8 grades only – 513 students) open 2021

- Building A. Administrative Building
- Building B. Classroom Building
- Building C. Classroom Building
- Building G. (2) 24x40 Modular Buildings (Locker Rooms and Showers)
- Building L. Library Building
- Building J. (6) 24x40 Modular Buildings (classrooms)
- Building H. (1) 48x40 Relocatable Bases Building (band room)
- Building M. Multipurpose Building (partial building for Food and Auditorium)
- East parking lot. This lot would operate as a temporary bus drop-off/pick-up until the bus loop is built in Phase 2
- Play fields for softball, baseball, and soccer, 5 basketball courts and 2 play yards

Phase 2 (K-5 grades – 678 students) open 2024

- Building K. Kindergarten Building
- Building D. Classroom Building
- Building E. Classroom Building
- Building F. Classroom Building
- Building G. Locker Rooms and Showers (Permanent Building)
- Building M. Multipurpose Building (remaining building for Performing Arts)
- West parking lot and Bus Loop
- Building G. REMOVE (2) 24x40 Modular Buildings (Locker Rooms and Showers)
- Kindergarten playground adjacent to the Kindergarten building

EXISTING CONDITIONS: The site was graded and compacted in 2006 in preparation for a middle school. The site is now a relatively flat, irregularly shaped vacant parcel with grasses, weeds, small shrubs, and a willow tree.

DOCUMENT AVAILABILITY: The MND and supporting Initial Study for the K-8 STEAM Academy are available for review at the following locations:

- Temecula Valley USD, Facilities Development, 31350 Rancho Vista Road, Temecula
- Grace Mellman Community Library, 41000 County Center Drive, Temecula, CA 92591
- Ronald H. Roberts Temecula Public Library, 30600 Pauba Road, Temecula
- Temecula Valley USD website: <https://www.tvusd.k12.ca.us/>

SUMMARY OF IMPACTS: The attached Initial Study was prepared to identify the potential effects on the environment from the construction and operation of the new school and to evaluate the significance of those effects. Based on the environmental analysis, the proposed project would have no impacts or less-than-significant environmental impacts related to the following issues:

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

CEQA requires this notice to disclose whether any listed hazardous materials sites are present at the location. The project site is not known to have hazardous waste and it is not on lists of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

Findings. It is hereby determined that, based on the information contained in the attached Initial Study, the proposed project would not have a significant adverse effect on the environment.

September 2019 | Initial Study

K-8 STEAM ACADEMY

Temecula Valley Unified School District

Table of Contents

Section	Page
1. Introduction.....	1
1.1 PROJECT LOCATION.....	3
1.2 ENVIRONMENTAL SETTING.....	3
1.3 PROJECT DESCRIPTION.....	15
1.4 GENERAL PLAN AND ZONING.....	18
1.5 ANTICIPATED APPROVALS.....	18
2. Environmental Checklist.....	25
2.1 PROJECT INFORMATION.....	25
2.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED. ERROR! BOOKMARK NOT DEFINED.	
2.3 DETERMINATION (TO BE COMPLETED BY THE LEAD AGENCY)..... ERROR! BOOKMARK NOT DEFINED.	
2.4 EVALUATION OF ENVIRONMENTAL IMPACTS.....	27
3. Environmental Analysis	37
3.1 AESTHETICS	37
3.2 AGRICULTURE AND FORESTRY RESOURCES	40
3.3 AIR QUALITY	41
3.4 BIOLOGICAL RESOURCES.....	47
3.5 CULTURAL RESOURCES	53
3.6 ENERGY.....	55
3.7 GEOLOGY AND SOILS.....	57
3.8 GREENHOUSE GAS EMISSIONS.....	62
3.9 HAZARDS AND HAZARDOUS MATERIALS	65
3.10 HYDROLOGY AND WATER QUALITY	69
3.11 LAND USE AND PLANNING.....	73
3.12 MINERAL RESOURCES	74
3.13 NOISE.....	74
3.14 POPULATION AND HOUSING.....	84
3.15 PUBLIC SERVICES.....	84
3.16 RECREATION	86
3.17 TRANSPORTATION.....	86
3.18 TRIBAL CULTURAL RESOURCES.....	96
3.19 UTILITIES AND SERVICE SYSTEMS.....	98
3.20 WILDFIRE.....	101
3.21 MANDATORY FINDINGS OF SIGNIFICANCE.....	105
4. List of Preparers	107
4.1 LEAD AGENCY	107
4.2 CEQA CONSULTANT.....	107

APPENDICES

Appendix A	Air Quality and Greenhouse Gas Background and Modeling Data
Appendix B	Updated Geohazard Report

Table of Contents

Appendix C	Noise Background and Modeling Data
Appendix D	Traffic Impact Analysis

Table of Contents

List of Figures

Figure		Page
Figure 1	Regional Location	7
Figure 2	Local Vicinity	9
Figure 3	Aerial Photograph.....	11
Figure 4	Winchester 1800 Specific Plan.....	13
Figure 5	Conceptual Site Plan.....	21
Figure 6	Construction Phasing.....	23

List of Tables

Table		Page
Table 1	School Facilities.....	15
Table 2	Maximum Daily Construction Emissions.....	43
Table 3	Regional Operation Emissions	44
Table 4	Localized Construction Emissions.....	45
Table 5	Regional Special Status Plant Species	48
Table 6	Regional Special Status Animal Species.....	49
Table 7	Construction BMPs	60
Table 8	Project-Related Operation GHG Emissions.....	63
Table 9	County of Riverside Exterior Noise Standards.....	76
Table 10	Existing Average Daily Traffic Volumes	78
Table 11	Phase 1 Construction Noise.....	80
Table 12	Phase 2 Off-Site Construction Noise	80
Table 13	Phase 2 On-Site Construction Noise.....	81
Table 14	Typical Construction Equipment Vibration Levels	83
Table 15	Study Area Intersections.....	87
Table 16	Relationship Between Delay Values and Levels of Service.....	89
Table 17	Existing Intersection Levels of Service	90
Table 18	Year 2025 Intersection Levels of Service.....	90
Table 19	Project-Related Traffic	92
Table 20	Year 2025 With Project Levels of Service.....	92

Abbreviations and Acronyms

AAQS	ambient air quality standards
AB	Assembly Bill
amsl	above mean sea level
AQMP	air quality management plan
BMP	best management practices
CAL FIRE	California Department of Forestry and Fire Protection
CALGreen	California Green Building Standards Code
CalRecycle	California Department of Resources, Recycling, and Recovery
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Code
CCR	California Code of Regulations
CDE	California Department of Education
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CMP	congestion management program
CNEL	community noise equivalent level
CO	carbon monoxide
CO ₂ e	carbon dioxide equivalent
dB	decibel
dBA	A-weighted decibel
DPM	diesel particulate matter
DSA	Division of the State Architect
DTSC	Department of Toxic Substances Control
EPA	United States Environmental Protection Agency
EMWD	Eastern Municipal Water District
FHSZ	Fire Hazard Severity Zone
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GHG	greenhouse gases
HCM	Highway Capacity Manual
HVAC	heating, ventilating, and air conditioning system
IPCC	Intergovernmental Panel on Climate Change

Abbreviations and Acronyms

L _{dn}	day-night noise level
L _{eq}	equivalent continuous noise level
LOS	level of service
LRA	local responsibility area
LST	localized significance thresholds
mgd	million gallons per day
MSHCP	Multi-Species Habitat Conservation Plan
MT	metric ton
NAHC	Native American Heritage Commission
NO _x	nitrogen oxides
NPDES	National Pollution Discharge Elimination System
O ₃	ozone
P.A.	planning area
PM	particulate matter
ppm	parts per million
PPV	peak particle velocity
RCFCWCD	Riverside County Flood Control and Water Conservation District
RCFD	Riverside County Fire Department
RCSD	Riverside County Sheriff's Department
RMS	root mean square
RPS	renewable portfolio standard
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCGC	Southern California Gas Company
SoCAB	South Coast Air Basin
SO _x	sulfur oxides
SP	Specific Plan
SRA	source receptor area
SRA	state responsibility area
STEAM	Science, Technology, Engineering, Arts, and Mathematics
SWPPP	Storm Water Pollution Prevention Plan

Abbreviations and Acronyms

TNM	transportation noise model
TVRWRF	Temecula Valley Regional Water Recycling Facility
TVUSD	Temecula Valley Unified School District
USGS	United States Geological Survey
V/C	volume-to-capacity ratio
VdB	velocity decibels
VMT	vehicle miles traveled
VOC	volatile organic compound

Abbreviations and Acronyms

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1. Introduction

The Temecula Valley Unified School District (TVUSD or District) is proposing to construct and operate a new K-8 Science, Technology, Engineering, Arts, and Mathematics (STEAM) school on a vacant site in unincorporated Riverside County.

1.1 CALIFORNIA ENVIRONMENTAL QUALITY ACT

The environmental compliance process is governed by CEQA¹ and the State CEQA Guidelines.² CEQA was enacted in 1970 by the California Legislature to disclose to decision-makers and the public the significant environmental effects of projects and to identify ways to avoid or reduce the environmental effects through feasible alternatives or mitigation measures. Compliance with CEQA applies to California government agencies at all levels: local, regional, and state agencies, boards, commissions, and special districts (such as school districts and water districts).

TVUSD is the lead agency for this proposed project and is therefore required to conduct an environmental review to analyze the potential environmental effects associated with the proposed project.

California Public Resources Code (PRC) Section 21080(a) states that analysis of a project's environmental impact is required for any "discretionary projects proposed to be carried out or approved by public agencies..." In this case, TVUSD has determined that an initial study is required to determine whether there is substantial evidence that construction and operation of the proposed project would result in environmental impacts. An initial study is a preliminary environmental analysis to determine whether an environmental impact report (EIR), a mitigated negative declaration (MND), or a negative declaration (ND) is required for a project.³

When an initial study identifies the potential for significant environmental impacts, the lead agency must prepare an EIR,⁴ however, if all impacts are found to be less-than-significant or can be mitigated to a less-than-significant level, the lead agency can prepare a ND or MND that incorporates mitigation measures into the project.⁵

1.1.1 Environmental Process

A "project" means the whole of an action that has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and that is any of the following:

¹ California Public Resources Code, §21000 et seq (1970).

² California Code of Regulations, Title 14, Division 6, Chapter 3, §15000 et seq.

³ California Code of Regulations, Title 14, Division 6, Chapter 3, §15063.

⁴ California Code of Regulations, Title 14, Division 6, Chapter 3, §15064.

⁵ California Code of Regulations, Title 14, Division 6, Chapter 3, §15070.

1. Introduction

1. An activity directly undertaken by any public agency including but not limited to public works construction and related activities clearing or grading of land, improvements to existing public structures, enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans or elements thereof pursuant to Government Code Sections 65100-65700.
2. An activity undertaken by a person which is supported in whole or in part through public agency contacts, grants, subsidies, loans, or other forms of assistance from one or more public agencies.
3. An activity involving the issuance to a person of a lease, permit, license, certificate, or other entitlement for use by one or more public agencies. (California Code of Regulations [CCR] § 15378[a])

The proposed actions by TVUSD constitute a “project” because the activity would result in a direct physical change in the environment and would be undertaken by a public agency. All “projects” in the State of California are required to undergo an environmental review to determine the environmental impacts associated with implementation of the project.

1.1.2 Initial Study

This Initial Study was prepared in accordance with CEQA and the CEQA Guidelines, as amended, to determine if the project could have a significant impact on the environment. The purposes of this Initial Study, as described in the State CEQA Guidelines Section 15063, are to 1) provide the lead agency with information to use as the basis for deciding whether to prepare an EIR or ND; 2) enable the lead agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby enabling the project to qualify for an ND; 3) assist the preparation of an EIR, if one is required; 4) facilitate environmental assessment early in the design of a project; 5) provide documentation of the factual basis for the finding in an ND that a project will not have a significant effect on the environment; 6) eliminate unnecessary EIRs; and 7) determine whether a previously prepared EIR could be used with the project. The findings in this Initial Study have determined that an ND is the appropriate level of environmental documentation for this project.

1.1.3 Negative Declaration

The ND includes information necessary for agencies to meet statutory responsibilities related to the proposed project. State and local agencies will use the ND when considering any permit or other approvals necessary to implement the project. A preliminary list of the environmental topics that have been identified for study in the ND is provided in the Initial Study Checklist (Chapter 2).

One of the primary objectives of CEQA is to enhance public participation in the planning process; public involvement is an essential feature of CEQA. Community members are encouraged to participate in the environmental review process, request to be notified, monitor newspapers for formal announcements, and submit substantive comments at every possible opportunity afforded by the District. The environmental review process provides several opportunities for the public to participate through public notice and public review of CEQA documents and public meetings.

1. Introduction

1.2 PROJECT LOCATION

The project site is a District-owned 23-acre property in the Community of French Valley in an unincorporated area of southwest Riverside County (Assessor Parcel Number [APN] 476020011), and within the City of Temecula Sphere of Influence. The 11-square-mile Community of French Valley (census-designated place)⁶ is bounded by unincorporated Riverside County to the north, east, and southeast; the City of Murrieta to the west; the City of Temecula to the south; and the City of Menifee to the northwest (see Figure 1, *Regional Location*). The site is at the northwest corner of Washington Street and Abelia Street. Regional access is from State Route 79 (SR-79 or Winchester Road), which passes about 1.3 miles northwest of the site (see Figure 2, *Local Vicinity*).

1.3 ENVIRONMENTAL SETTING

1.3.1 Site Background

The site was used for dry farming from 1900 to 2004, along with periodic livestock grazing from about 1980.

The site is included as Planning Area 15 (P.A. 15) in the Winchester 1800 Specific Plan (SP). The SP consists of 1,656.9 acres in the southern portion of the French Valley, approximately seven miles north of the city of Temecula. The SP is generally bounded by Keller Road to the north, Auld Road to the south, Washington Street to the east, and Winchester Road to the west.⁷

The Winchester 1800 Specific Plan (No. 286) Environmental Impact Report No. 374 (EIR) was certified and the SP was adopted by the Riverside County Board of Supervisors on April 29, 1997.⁸ The SP includes land use designations for Public Facility, Open Space, Commercial, and Residential. The original SP had a total of 5,806 residential units, and since 1997 there have been six amendments to the Specific Plan, the most recent in 2006. Subsequent SP amendments reduced the residential dwelling units to 4,720. Most of the Winchester 1800 SP area has now been developed.

In 1994 a 600-student elementary school was planned for the site by TVUSD. On February 17, 2004, the TVUSD adopted the Winchester 1800 Middle School MND (State Clearinghouse No. 2004011067)⁹ and approved the development of a 1,500-student middle school (grades 6 to 8). The middle school conceptual plan included 163,070 square feet of development: 3 classroom buildings, administration/media building, multipurpose building, science building, technology building, and shower/locker building, amphitheater, turf playfield, tennis courts, two surface parking lots with 317 parking spaces. However, the school was never constructed beyond grading, soil import and compaction, and infrastructure provided by the developer.

⁶ A census-designated place (CDP) is a concentration of population defined by the United States Census Bureau for statistical purposes only. The boundaries of a CDP have no legal status.

⁷ County of Riverside. Winchester 1800 Specific Plan No. 286, Amendment No. 6. Summary Only. https://planning.rctlma.org/Portals/14/splans/sp_document/sp286/A6/sp286a6_summary.pdf?ver=2018-09-14-151156-317

⁸ County of Riverside. Winchester 1800 Specific Plan No. 286. <https://planning.rctlma.org/Specific-Plans/Approved-Specific-Plans-Documents>

⁹ Winchester 1800 Middle School MND (State Clearinghouse No. 2004011067) is available for review at TVUSD Facilities Development, 31350 Rancho Vista Road, Temecula, CA 92592 (phone: 951-676-2661)

1. Introduction

Grading the school site and the residential lots, along with construction of Abelia Road and the preparatory school to the south started at the end of 2005 and continued through 2006.¹⁰ In 2006 the preparatory school was operational. By September 2009 the nearby streets, sidewalks, landscaping, school driveways, and residential infrastructure were completed. Not until the end of 2018 was the residential development completed (possibly because of the 2008 recession).

1.3.2 Temecula Valley Unified School District

The District spans about 159 square miles near the southwest corner of Riverside County and includes most of the City of Temecula and unincorporated areas of Riverside County. The District has 17 elementary schools, 6 middle schools, 3 high schools, and 4 alternative or adult education facilities.¹¹ Districtwide enrollment for the 2018-19 school year was 29,609.¹²

1.3.3 Existing Conditions

The site was graded and compacted in 2006 in preparation for a middle school. The site is now a flat, irregularly shaped vacant parcel with grasses, weeds, small shrubs, and a willow tree (see Figure 3, *Aerial Photograph*).

The site slopes to the south and is slightly elevated from Abelia Street along the southern boundary as well as from Washington Street at the northeast boundary. The elevation of the site is approximately 1,465 feet above mean sea level (amsl) at the north property line and 1,440 feet amsl at the south property line.

1.3.4 Surrounding Land Use

The project site is immediately surrounded by flat and hilly developed and vacant land. Broader surrounding land is topographically diverse, with Bachelor Mountain at 2,555 feet amsl and Skinner Reservoir (Lake Skinner) at 1,500 feet amsl, about 0.5 mile east. Specific land uses around the project site include the following (see Figure 4, *Winchester 1800 Specific Plan*).¹³

North: Winchester 1800 SP P.A. 13B. 36.8 acres for 128 units zoned MDR (medium density residential).

South: Abelia Street and Winchester 1800 SP P.A. 26B. 10 acres zoned PF (public facility) with Temecula Preparatory School and Temecula Valley Charter School. Also, 5 acres zoned OS-R (open space-recreation).

East: Washington Street and vacant land. This area lies outside the Winchester 1800 SP but inside the larger Southwest Area Plan and is designated as MDR (medium-density residential, 2-5 dwelling units per acre).¹⁴ Approximately 100 acres (Tract Nos. 30837, 30837-1, 30837-2 owned by FVS Partners, LLC) are planned to be

¹⁰ Nationwide Environmental Title Research, LLC (NETR). 2019, February 13. Historic aerial photographs. [Historicaerials.com](http://historicaerials.com).

¹¹ Temecula Valley Unified School District (TVUSD). 2019 School Directory. <https://www.tvusd.k12.ca.us/Domain/11440>

¹² California Department of Education (CDE). 2019. Dataquest. <http://dq.cde.ca.gov/dataquest/>.

¹³ Riverside County Planning Department. Specific Plan 286S3 – Winchester 1800. 2011. Approved Land Use Map. https://planning.rctlma.org/Portals/14/splans/sp_document/sp286/A6/sp286a6v1_lum.pdf.

¹⁴ County of Riverside, Southwest Area Plan. Revised: April 16, 2019.

Area Plan at https://planning.rctlma.org/Portals/14/genplan/2019/ap/SWAP_041619.pdf;

Land Use Plan Map at <https://countyofriverside.us/Portals/0/DIF/Area%20Plans/AreaPlanMaps/Southwest.pdf>

1. Introduction

developed with 480 residential units.¹⁵ Immediately east along the site boundary are a row of landscape trees and plants, a multiuse trail, landscaped divider, sidewalk, curb and gutter, and Washington Street. Lake Skinner reservoir is approximately one mile southeast. The San Diego Canal—which extends from the Colorado River Aqueduct south to Lake Skinner—passes about 0.25 mile east of the project site.

West: Residential development and open space. Winchester 1800 SP P.A. 21b. 75.5 acres for 189 units zoned MDR (medium-density residential), and (P.A. 20) 59.1 acres for OS-C (open space–conservation). The OS-C zoning designation preserves natural, undisturbed open space to maintain scenic topographical features and provide further visual identity to the community. As part of the open space–conservation area, the hill appears to have been hydroseeded with coastal sage scrub plant species.¹⁶ Also, along this hill is drainage infrastructure that directs runoff to a detention basin adjacent to the Abelia Street and Ginger Tree Drive intersection, southwest of site.

Most students in the Winchester 1800 SP area are currently attending the following local District schools:¹⁷

- Temecula Valley Preparatory (K-12), 35777 Abelia Street, Winchester; student enrollment of 1,055.
- Temecula Valley Charter School (K-8), 35755 Abelia Street, Winchester; student enrollment of 562.
- La Vorgna Susan Elementary School (K-5), 31777 Algarve Avenue, Winchester; student enrollment of 890 and a capacity of 1,001.
- French Valley Elementary School (K-5), 36680 Cady Road, Winchester; student enrollment of 849 and a capacity of 952.
- Bella Vista Middle School (Grades 6-8), 31650 Browning Street, Murrieta; student enrollment of 1,374 and a capacity of 1,549.
- Chaparral High School (Grades 9-12), 27215 Nicolas Road, Temecula; student enrollment of 2,975 and a capacity of 2,963.

¹⁵ Board of Supervisors, County of Riverside. 2017, May 23. “Transportation and Land Management Agency/Transportation: Approval of the Transportation Uniform Mitigation Fee Improvement and Credit/Reimbursement Agreement...”
http://rivcocob.org/proceeds/2017/p2017_05_23_files/03.45001.pdf

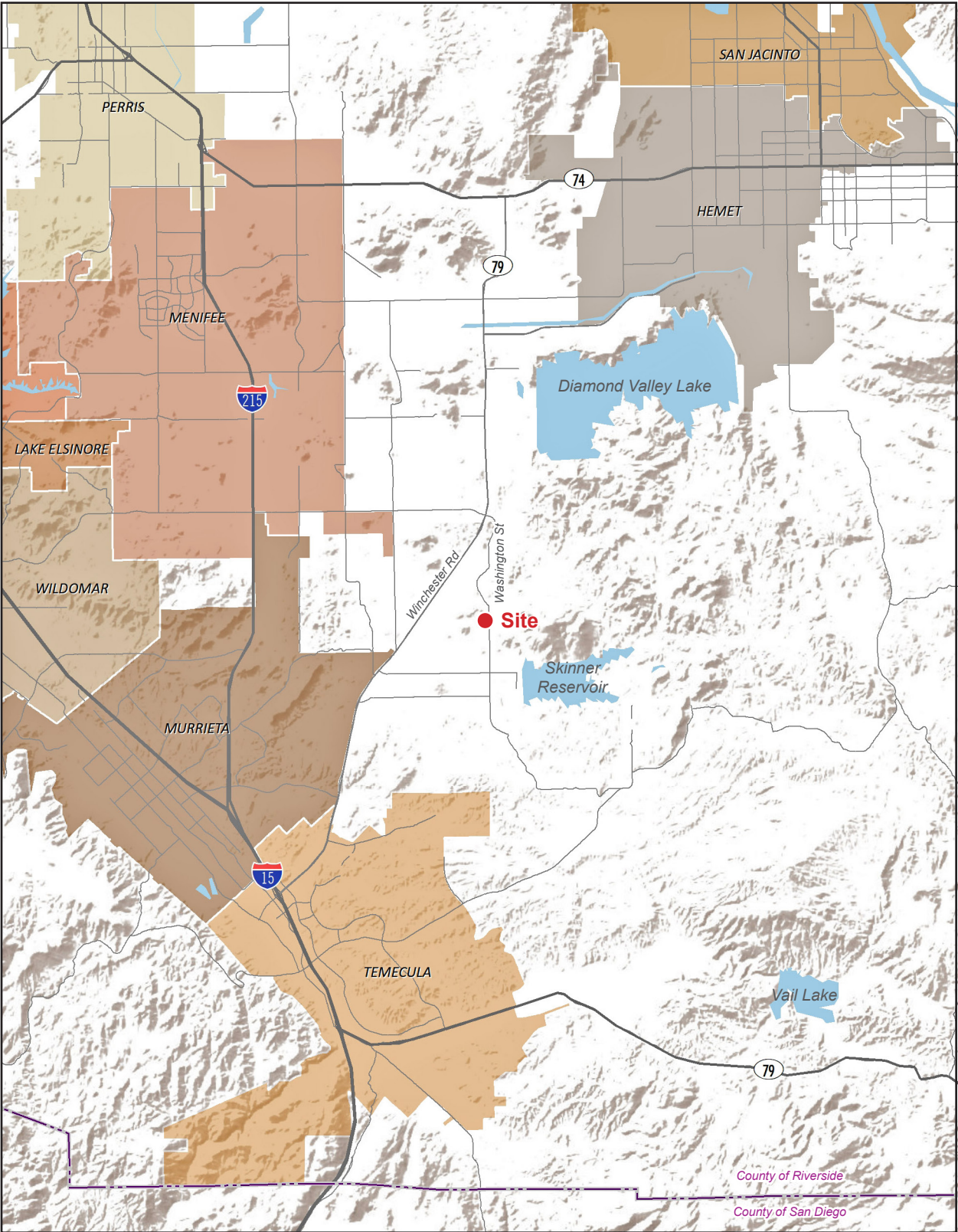
¹⁶ Biological Survey conducted P. Brylski, Biologist on March 19, 2019.

¹⁷ All student enrollment numbers are for the 2018-19 school year.

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Figure 1 - Regional Location



Note: Unincorporated county areas are shown in white.
Source: ESRI, 2019



1. Introduction

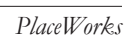
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Figure 2 - Local Vicinity



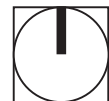
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1. Introduction

1.4 PROJECT DESCRIPTION

The proposed K-8 STEAM Academy would be constructed on a 23-acre site on the northwest corner of Washington Street and Abelia Street. The new school would provide 1,191 seats for K-8 students and would have about 60 faculty and staff. The K-8 STEAM Academy is expected to accommodate students from the local residential development, currently in the La Vorgna Susan ES and Bella Vista MS attendance areas, along with students from the District's other schools and students outside the District because of open enrollment policies.

1.4.1 Facilities

As shown in Table 1, at full buildout the campus would have 10 permanent and 7 portable buildings: academic and administrative buildings, a multipurpose building, a kindergarten building; along with gardens and landscaping, walkways, play yards, hardcourts, playfields, two parking lots with drop-off/pick-up lanes, and a separate bus drop-off/pick-up area (see Figure 5, *Conceptual Site Plan*).

Table 1 School Facilities

Building No.	Name	Square Footage
Phase 1 (6, 7, 8 grades only – 513 students)		
A	Administrative Building	7,707
B	Classroom Building	15,079
C	Classroom Building	15,079
G	(2) 24x40 Modular Buildings (Locker Rooms and Showers)*	1,920
L	Library Building	2,500
J	(6) 24x40 Modular Buildings (classrooms)*	5,760
H	(1) 48x40 Relocatable Bases Building (band room)*	1,920
M	Multipurpose Building (partial building for Food and Auditorium)	9,569
	East parking lot. This lot would operate as a temporary bus drop-off/pick-up until the bus loop is built in Phase 2	
Phase 1 - Total Building Space		59,534
Phase 2 (K-5 grades – 678 students)		
K	Kindergarten Building	9,210
D	Classroom Building	15,079
E	Classroom Building	15,079
F	Classroom Building	15,079
G	Locker Rooms and Showers (Permanent Building)	4,900
M	Multipurpose Building (remaining building for Performing Arts)	7,400

1. Introduction

Table 1 School Facilities

Building No.	Name	Square Footage
	West parking lot and Bus Loop	
Phase 2 - Total Constructed Building Space		66,747
Phase 1 and 2 - Total Building Space		126,281
G	REMOVE (2) 24x40 Modular Buildings (Locker Rooms and Showers)*	-1,920
TOTAL MASTER PLAN BUILDOUT		124,361

* All are considered portable buildings.

Other Facilities

Play fields for softball, baseball, and soccer, along with 5 basketball courts and 2 play yards would be in the northern portion of the campus; the kindergarten playground would be adjacent to the kindergarten building. A garden area would be along the base of the adjacent west hill.

Access, Circulation, and Parking

Three site driveways already exist along Abelia Street and would provide access to the school's parking lots, pick-up/drop-off zones, and the bus loop. One driveway would provide access to the East Lot (about 99 spaces) and 2-lane wrap-around circulation road and drop-off/pick-up zone south of the multipurpose building. This driveway would have ingress for east- and westbound traffic and right-only turns for egress. The second driveway is for the West Lot (about 34 spaces for staff only), and would also have a 2-lane wrap-around circulation road. The drop-off/pick-up zone would be specifically for kindergarten students. Ingress and egress for this driveway would not be restricted. A total of about 133 parking spaces would be provided on campus; no off-campus curbside parking is permitted. Parking would be provided consistent with the Riverside County Zoning Ordinance off-street vehicle parking standards.¹⁸

The southwest corner of the campus would have a bus-only drop-off/pick-up loop; this third driveway would be right-in/right-out only. Emergency access roads/fire lanes would be throughout the campus.

Lighting

Security lighting would be installed in parking lots; along internal roadways, driveways, and walkways; and on building exteriors. No playfield lighting would be provided. A lighted marquee would be at the southeast corner of campus (corner of Washington Street and Abelia Street).

¹⁸ County of Riverside, Municipal Code. Chapter 17.188 - Off-Street Vehicle Parking Standards.
https://library.municode.com/ca/riverside_county/codes/code_of_ordinances?nodeId=TTT17ZO_CH17.188OREVEPAST

1. Introduction

Landscape and Drainage

Landscaping would consist of California-friendly, drought-tolerant plants, shrubs, and trees.

Stormwater not absorbed into the sports fields and landscape areas would enter on-campus storm drains and flow from north to south and would be retained in a basin south of the softball field. With the exception of the sports fields, the project would significantly increase the amount of impervious surfaces with roads and parking lots, hardscape, walkways and plazas, and buildings. Hardscape areas of the campus would drain via subterranean drainage pipes to a basin in the southeast corner of the campus. This basin would filter and slowly release stormwater into storm drains under Abelia Street.

Existing concrete drainage channels along the adjacent hillside directs stormwater runoff south into a detention basin adjacent to the school campus (southeast corner of Ginger Tree Drive and Abelia Street). Neither the hill, drainage infrastructure, or basin is on the school site; therefore, these off-site features would remain undisturbed.

1.4.2 Operation

School Operations. The new school would be a traditional two-semester, single-track school that serves kindergarten through 8th grades. School hours would be 8:00 AM to 3:20 PM each day.

School-Related Events. The school would have after-school programs for the students, such as special-interest clubs and extracurricular activities that end later than 3:20 PM. There would also be occasional nighttime and weekend events during the school year. Some of these events would be campuswide, such as school plays and open houses, while others are grade specific, such as commencement.

Community Use. In compliance with the Civic Center Act, the campus would be available for community use at selected times when not in use by TVUSD.¹⁹

1.4.3 Construction Phasing

The project would be constructed in two development phases. Phase 1 construction is anticipated to start in Q1-2020 and would take about 18 months to complete (Q3-2021) (see Figure 6, *Construction Phasing*). Construction would house 6th through 8th grade students and special education students. Phase 2 consists of construction of the remaining campus and is expected begin approximately two years after completion of the Phase 1 and would take about 12 months to complete. The entire project (Phase 1 and 2) is anticipated to be complete around Q3-2024. The proposed project would be developed in several construction phases, as shown below.

- Site Preparation and Grading. **Phase 1:** Vegetation would be scraped and removed; rough grading would occur on the entire site to reach new finished elevations. Phase 1 fine grading for building pads. During Phase 1, the Phase 2 area would receive a coating of hydroseed to reduce erosion off the site. **Phase 2:**

¹⁹ California Education Code Sections 38130–38139.

1. Introduction

Hydroseed vegetation would be scraped and removed, and fine grading for new building pads would require about 5,000 cubic yards of export.

- Utility Trenching: Utility trenches would be excavated; utility pipes and cables would be laid in trenches and connected. Maximum depth of excavation for utilities would be approximately 11 feet.
- Building Construction: No pile driving would be required.
- Architectural Coating: Paints and other architectural coatings would be applied to buildings.
- Paving: Phase 1: 88,892 ft² concrete and 167,982 ft² asphalt; Phase 2: 132,247 ft² concrete and 39,362 ft² asphalt.
- Finishing and Landscaping: Indoor finishing work such as installing of carpet, utility and telecommunications, furniture; installation of landscaping and turf playfields.

1.5 GENERAL PLAN AND ZONING

The General Plan land use designation is MDR (Medium Density Residential), and the site is zoned PF (Public Facilities) under the Winchester 1800 SP.²⁰ The site is also within the County of Riverside Southwest Area Plan and Highway 79 Policy Area overlay.

Southwest Area Plan land use plan focuses on preserving the unique features found only in this area and, at the same time, accommodating future growth. The purpose of the Highway 79 Policy Area is to address transportation infrastructure capacity within the policy area.

1.6 ANTICIPATED APPROVALS

The TVUSD is the lead agency under CEQA and has approval authority over the proposed project. This ND must be adopted by the Board of Education, confirming its adequacy in complying with the requirements of CEQA. The Board will consider the information in the ND and any comments in deciding to approve or deny the proposed project.

Anticipated approvals required for this project are as follows.

²⁰ Riverside County. Specific Plan 286S3 - Winchester 1800. Approved Land Use Map – SP286S3.
https://planning.rctlma.org/Portals/14/splans/sp_document/sp286/A6/sp286a6v1_lum.pdf

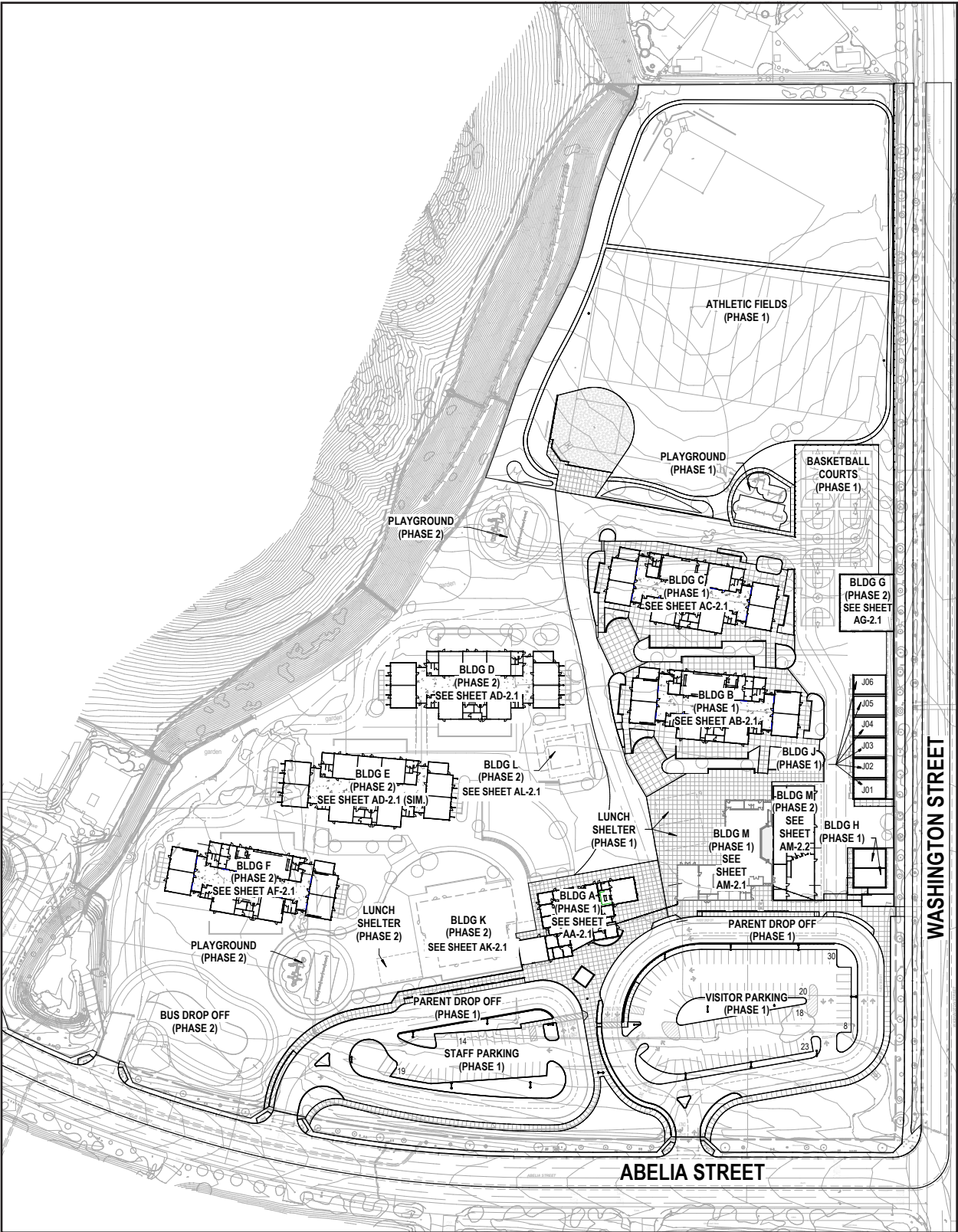
1. Introduction

Lead Agency	Action
Temecula Valley Unified School District Board of Education	Adoption of the ND Approval of Project
Reviewing Agencies*	Action
County of Riverside	Approval of drainage improvements and grading plans as they relate to drainage; approval of off-site improvements permit or "B-Permit" for off-site work (sewer, water, stormwater lines, etc.).
County of Riverside Fire Department	Approval of plans for emergency access and emergency evacuation. DSA approval of the fire/life safety portion of a project requires local fire authority (LFA) review of: elevator/stair access for emergency rescue and patient transport; access roads, fire lane markings, pavers, and gate entrances; fire hydrant location and distribution; and fire flow (location of post indicator valve, fire department connection, and detector check valve assembly).
South Coast Air Quality Management District (SCAQMD)	Review and issue necessary air quality permits to construct: <ul style="list-style-type: none"> • SCAQMD Rule 201-Permit to Construct and SCAQMD Rule 203-Permit to Operate: A permit is required to construct and operate any stationary equipment that generates new emissions (e.g., boiler or emergency generator). • SCAQMD Rule 403-Large Operation Notification Form: The applicant/applicant's construction contractor is required to file a Large Operation Notification Form with SCAQMD for grading activities and prepare and implement a dust control plan. • SCAQMD Rule 1403-Asbestos Emissions from Demolition/Renovation Activities: Requires that SCAQMD be notified that demolition of buildings containing asbestos would occur within 10 working days prior to activities. • SCAQMD Rule 1166-Volatile Organic Compound Emissions from Decontamination of Soil: site-specific soil mitigation plan and site monitoring for cleanup.
California Department of General Services, Division of State Architect (DSA)	Plan review and construction oversight, including structural safety, fire and life safety, and access compliance.
California Department of Education, School Facilities Planning Division (CDE)	TVUSD is requesting construction funds from the State Allocation Board (SAB), so project plans must be reviewed and approved by the CDE (Education Code Section 17070.50) prior to submitting a funding request. Approval of design for educational appropriateness.
California Department of Transportation (Caltrans)	Transportation permit for oversized vehicles on State highways.
State Water Resources Control Board (SWRCB)	Review of Notice of Intent (NOI) to obtain permit coverage; issuance of general permit for discharges of stormwater associated with construction activity; review of Storm Water Pollution Prevention Plan (SWPPP).
Santa Ana Regional Water Quality Control Board (SARWQCB)	Issue National Pollution Discharge Elimination System (NPDES) permit; Clean Water Act Section 401 Water Quality Certification
* These agencies would have no role in approval process for the project or discretionary permit approvals; however, their review or coordination would be required.	

1. Introduction

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Figure 5 - Site Plan



0 200
Scale (Feet)



1. Introduction

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1. Introduction

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2. Environmental Checklist

2.1 PROJECT INFORMATION

1. **Project Title:** K-8 STEAM Academy

2. **Lead Agency Name and Address:**
Temecula Valley Unified School District
31350 Rancho Vista Road
Temecula, CA 92592

3. **Contact Person and Phone Number:**
Janet Dixon, Director of Facilities Development
(951) 506-7914

4. **Project Location:**
The project site is a District-owned, 23-acre property in the Community of French Valley in an unincorporated area of southwest Riverside County (APN 476020011), at the northwest corner of Washington Street and Abelia Street.

5. **Project Sponsor's Name and Address:**
Temecula Valley Unified School District
31350 Rancho Vista Road
Temecula, CA 92592

6. **General Plan Designation:** MDR (medium density residential)

7. **Zoning:** PF (public facilities) under the Westchester 1800 Specific Plan

8. **Description of Project:**
At full buildout the campus would have 10 permanent and 7 portable buildings: academic and administrative buildings, a multipurpose building, a kindergarten building, gardens and landscaping, walkways, play yards, hardcourts, playfields, two parking lots with drop-off/pick-up lanes, and a separate bus drop-off/pick-up area.

9. **Surrounding Land Uses and Setting:**
The project site is surrounded by residential development to the north and southwest, open space to the west, public facilities to the south across Abelia Street, and vacant land to the east across Washington Street.

2. Environmental Checklist

10. Other Public Agencies Whose Approval Is Required (e.g., permits, financing approval, or participating agreement):

- California Department of Education, School Facilities Planning Division (CDE)
- California Department of General Services, Division of State Architect (DSA)
- State Water Resources Control Board
- Santa Ana Regional Water Quality Control Board
- South Coast Air Quality Management District
- County of Riverside Fire Department
- County of Riverside Public Works Department

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.94 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

Two Native American Tribes have requested notification through the PRC Section 21080.3.1 process: Rincon Band of Luiseño Indians and the Torres Martinez Desert Cahuilla Indians. TVUSD notified the Tribes about this project on August 7, 2019. The Rincon Band responded to the notice on August 13, 2019 and requested consultation. TVUSD consulted with the Rincon Band on August 27, 2019 at 1:00 pm via phone call.

2. Environmental Checklist

2.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact," as indicated by the checklist on the following pages.

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

2.3 DETERMINATION

On the basis of this initial evaluation:

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

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

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

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

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

Signature

Janet Dixon, Director of Facilities Development

Printed Name

Date

Temecula Valley Unified School District

For

2. Environmental Checklist

2.4 EVALUATION OF ENVIRONMENTAL IMPACTS

4. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors, as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
5. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
6. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
7. “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.
8. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) **Earlier Analyses Used.** Identify and state where they are available for review.
 - b) **Impacts Adequately Addressed.** Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) **Mitigation Measures.** For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
9. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
10. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

2. Environmental Checklist

11. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
12. The explanation of each issue should identify:
- the significance criteria or threshold, if any, used to evaluate each question; and
 - the mitigation measure identified, if any, to reduce the impact to less than significance.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			X	
c) In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	
II. AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?			X	
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X

2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X
III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			X	
c) Expose sensitive receptors to substantial pollutant concentrations?			X	
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	
IV. BIOLOGICAL RESOURCES. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?			X	
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?			X	
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			X	
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			X	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?			X	
V. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?			X	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?			X	
c) Disturb any human remains, including those interred outside of dedicated cemeteries?			X	

2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. ENERGY. Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?				X
VII. GEOLOGY AND SOILS. Would the project:				
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.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?			X	
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	
VIII. GREENHOUSE GAS EMISSIONS. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				X
IX. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	

2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			X	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?			X	
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?			X	
X. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:			X	
i) result in a substantial erosion or siltation on- or off-site;			X	
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;			X	
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or			X	
iv) impede or redirect flood flows?			X	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			X	
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				X
XI. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?				X
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				X

2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?			X	
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X
XIII. NOISE. Would the project 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?			X	
b) Generation of excessive groundborne vibration or groundborne noise levels?			X	
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
XIV. POPULATION AND HOUSING. Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X
XV. PUBLIC SERVICES. Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:			X	
Fire protection?			X	
Police protection?			X	
Schools?				X
Parks?				X
Other public facilities?				X
XVI. RECREATION.				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X

2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X
XVII. TRANSPORTATION. Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			X	
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?			X	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
d) Result in inadequate emergency access?			X	
XVIII. TRIBAL CULTURAL RESOURCES.				
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
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				X
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.			X	
XIX. UTILITIES AND SERVICE SYSTEMS. Would the project:				
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?			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
c) Result in a determination by the waste water treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	

2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	
XX. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?			X	
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?			X	
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?			X	
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			X	
XXI. MANDATORY FINDINGS OF SIGNIFICANCE.				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			X	
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)			X	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

2. Environmental Checklist

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3. Environmental Analysis

Section 2.4 provided a checklist of environmental impacts. This section provides an evaluation of the impact categories and questions contained in the checklist and identifies mitigation measures, if applicable.

3.1 AESTHETICS

Except as provided in Public Resources Code Section 21099, would the project:

a) Have a substantial adverse effect on a scenic vista?

No Impact. Vistas provide visual access or panoramic views to a large geographic area. The field of view from a vista location can be wide and extend into the distance. Panoramic views are usually associated with vantage points looking out over a section of urban or natural areas that provide a geographic orientation not commonly available.

Surrounding development consists of residential and institutional uses. The project site is generally flat, with residential development to the north and west, open space hills to the west, schools to the south, and planned residential development to the east. The project would involve construction of one-story campus buildings, landscaping, parking lots, play fields, and hard courts. There are no designated scenic vistas in or near the site. The project site is designated for school use in the Winchester 1800 SP, and the campus would be consistent with the SP buildout, which was planned with consideration for the scenic quality of the community and conservation of scenic hills. The project would not affect scenic vistas in the area. No impact would occur.

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

Less Than Significant Impact. The project site is not in or near a state scenic highway; the nearest eligible state scenic highway to the site is SR-74 about 10 miles north.²¹

In general, scenic resources include areas that are visible to the general public and considered visually attractive. Scenic resources include scenic corridors and natural landmarks and prominent or unusual features of the landscape. The Santa Rosa and San Jacinto Mountains to the east are identified as a scenic resource because they have natural features with high scenic value. Scenic backdrops include hillsides and ridges that rise above urban or rural areas or highways. Scenic vistas are points accessible to the general public that provide a view of the countryside.²²

²¹ California Department of Transportation (Caltrans). Updated September 7, 2011. California Scenic Highway Mapping System. http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm.

²² County of Riverside General Plan, Chapter 5. Multipurpose Open Space Element. https://planning.rctlma.org/Portals/14/genplan/general_Plan_2017/elements/OCT17/Ch05_MOSE_120815.pdf?ver=2017-10-11-102103-833

3. Environmental Analysis

The site is currently vacant graded land with vegetation dominated by grasslands; there are no rock outcroppings or historic buildings onsite. There is one tree in the southeast portion of the site; however, it is about 11 years old and is not considered a scenic resource.

Nearby areas of scenic quality include (Winchester 1800 SP P.A. 20) 59.1 acres of open space—conservation on hills to the west,²³ Bachelor Mountain at 2,555 feet amsl, and Skinner Reservoir (Lake Skinner) at 1,500 feet amsl about 0.5 mile east. Because of the location and higher elevation of the residential units to the west and north, the new school campus would not degrade or obstruct views of these scenic areas.

Project development would not damage scenic resources within a state scenic highway or otherwise. Impacts would be less than significant.

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

Less Than Significant Impact. The project site is currently vacant, graded land. The area surrounding the project site is increasingly becoming developed with the buildout of the county-approved Winchester 1800 SP, much of which has already been completed. The site is surrounded on three sides by suburban development; however, it does not currently qualify as an “urbanized area.”²⁴ At full buildout of the Winchester 1800 SP, the total population would increase by 16,945 and would still be classified a nonurbanized area.²⁵

The project site is designated in the Specific Plan as a public facility and would not conflict with the Public Facilities zoning or other regulations governing scenic quality. Project implementation would introduce campus buildings and associated playfields, hardscape, and parking lots.

As discussed under item b), because of the location and higher elevation of the residential units to the west and north, the new school campus would not degrade or obstruct views of scenic areas. The project would not substantially degrade the existing visual character or quality of public views of the site or its surroundings. Impacts would be less than significant.

²³ Per the Winchester 1800 SP, the OS-C (open space—conservation) zoning designation preserves natural, undisturbed open space to maintain scenic topographical features and provide further visual identity to the community

²⁴ PRC § 21071/CEQA Guidelines § 15191(m)(1) for an incorporated city “Urbanized area” means the city that either by itself or in combination with two contiguous incorporated cities has a population of at least 100,000 persons. The French Valley area (Census Designated Place) in the County of Riverside has a population of about 31,353 [U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates]. https://factfinder.census.gov/faces/nav/jsf/pages/community_facts.xhtml

²⁵ 4,720 units per Winchester SP. Based on average household size of 3.59. [U.S. Census Bureau. Profile of General Population and Housing Characteristics: 2010 Demographic Profile Data] <https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?src=CF>

3. Environmental Analysis

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

Less Than Significant Impact. The major causes of light pollution are spill light (includes sky glow) and glare. Spill light is caused by misdirected light that illuminates areas outside the area intended to be lit.

Glare is light that causes visual discomfort or disability or a loss of visual performance. It occurs when a person's eyes see a bright object against a dark background. Glare can be generated by building exterior materials, surface paving materials, and vehicles traveling or parked on roads and driveways. Any highly reflective façade material is a concern because buildings can reflect bright sunrays.

The project site is surrounded by residential development, schools, and open space. Surrounding land uses generate light from streetlights, vehicle lights, and building and security lights and parking lot lights. The site does not generate any light because it is vacant. The project would generate light from parking lot security lighting, interior and exterior building lighting, and a marquee sign. The project would not include any high intensity lighting such as play field lights.

State. The District would comply with Title 24 California Code of Regulations, Part 6, Building Energy Efficiency Standards for Outdoor Lighting, which regulates lighting characteristics such as maximum power and brightness, shielding, and sensor controls to turn lighting on and off. The code includes standards to reduce light pollution generated by residential, commercial, and industrial lighting fixtures and devices; minimize light pollution, which has a detrimental effect on the environment and the enjoyment of the night sky; reduce and minimize lighting and lighting practices, which cause unnecessary illumination of adjacent properties; correct problems of glare and light trespass; reduce energy use; and comply with the regulations in the California Building Efficiency Standards.

County. The project site is about 20 miles from the Palomar Observatory and within Zone B (45-mile radius)²⁶ of the Mount Palomar Nighttime Lighting Policy Area. All night lighting within 45 miles of the Mount Palomar Observatory is required to comply with Riverside County Light Pollution Ordinance No. 655. The District would comply with Ordinance No. 655 and would not install light fixtures that exceed 4,050 lumens.

Local. The District would comply with County of Riverside lighting ordinances, including but not limited to, Ordinance No. 348, Article XIX, Section 19.503 F, Outdoor Lighting and G-Signage. In compliance with F, Outdoor Lighting, the District would 1) locate lighting fixtures such that no light or reflected glare is directed off-site. Lighting fixtures shall provide that no light is directed above a horizontal plane passing through the bottom of the fixture, 2) direct lighting away from adjacent properties and public rights-of-way and include proper shielding to minimize the impact on neighboring properties, and 3) outdoor security lighting would have proper shielding and would have motion-sensitive as well as time-sensitive fixtures. In compliance with G, Signage, the District would 1) use materials and colors that are compatible with the architectural design of the buildings, 2) not use pennants or reflective signs, or high intensity flashing or fast moving images on the marquee that would distract drivers.

²⁶ Zone A is within a 15-mile radius centered on Palomar Observatory and has more restrictive standards.

3. Environmental Analysis

The school building would not have highly reflective surfaces that would generate glare, either from reflected sunlight or vehicle lights. Glare impacts would be less than significant. Strict regulations and standards limit the amount of light generated by new development. The District would comply with regulatory requirements. Although the new school would create a new source of light on the vacant site, that light would not be substantial and would not adversely affect day or nighttime views in the area. Impacts associated with light and glare would be less than significant.

3.2 AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

- a) **Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?**

Less than Significant Impact. The project site is not designated as Prime Farmland, Unique Farmland, and Farmland of Statewide Importance. The project would not convert California Resources Agency–designated farmland to nonagricultural uses. The site is mapped as ‘Farmland of Local Importance;’²⁷ however, there no agriculture or farmland on the project site, and the site has been planned and zoned for a school since 1997. Therefore, impacts would be less than significant.

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

No Impact. The project would not conflict with agricultural zoning or a Williamson Act contract. The project site is zoned PF (Public Facilities) under the Winchester 1800 SP; it is not designated for agricultural use, and project development would not conflict with such zoning. Williamson Act contracts restrict the use of privately owned land to agriculture and compatible open space uses under contract with local governments; in exchange, the land is taxed based on actual use rather than potential market value. There is no Williamson Act contract in effect on-site.²⁸ No impact would occur.

²⁷ California Department of Conservation, Division of Land Resource Protection (DLRP). 2019, February 13. California Important Farmland Finder. <https://maps.conservation.ca.gov/dlrp/ciff/>.

²⁸ California Department of Conservation, Division of Land Resources Protection (DLRP). 2015. Map of Williamson Act Contract Land. ftp://ftp.consrv.ca.gov/pub/dlrp/wa/2014%20Statewide%20Map/WA_2014_11x17.pdf

3. Environmental Analysis

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

No Impact. Project development would not conflict with existing zoning for forest land, timberland, or timberland production. Forest land is defined as “land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.”²⁹ Timberland is defined as “land....which is available for, and capable of, growing a crop of trees of any commercial species used to produce lumber and other forest products, including Christmas trees.”³⁰ The site is zoned for school use and is not zoned for forest land or timberland use. No impact would occur.

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

No Impact. The project would not result in the loss or conversion of forest land. No vegetation onsite is cultivated for forest resources; therefore, no forest land would be affected by the project. No impact would occur.

- 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?**

Less than Significant Impact. There is mapped Prime Farmland, Unique Farmland, or Farmland of Statewide Importance on or near the project site. The site and surrounding land are mapped as Farmland of Local Importance, Urban and Built-Up Land, and Other Land.³¹ The site was used for dry farming from 1900 to 2004 along with periodic livestock grazing from about 1980.³² The Winchester 1800 SP was adopted in 1997 and essentially converted the land from farming to open space and development. The site and vacant land to the east have been graded in preparation for development. The school project would not directly or indirectly cause conversion of the site or nearby mapped important farmland to nonagricultural uses, because the properties are already zoned for residential and school development. No impact would occur.

3.3 AIR QUALITY

Air quality regulatory setting, meteorological conditions, existing ambient air quality in the vicinity of the school, and air quality modeling are included as Appendix A to this Initial Study.

²⁹ California PRC Section 12220(g).

³⁰ California PRC Section 4526.

³¹ California Department of Conservation, Division of Land Resource Protection (DLRP). 2019, February 13. California Important Farmland Finder. <https://maps.conservation.ca.gov/dlrp/ciff/>.

³² PlaceWorks. 2004, January 14. Mitigated Negative Declaration and Initial Study for Winchester 1800 Middle School.

3. Environmental Analysis

Would the project:

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

Less Than Significant Impact. The current comprehensive plan is the 2016 AQMP, adopted on March 3, 2017. Regional growth projections are used by SCAQMD to forecast future emission levels in the SoCAB. For southern California, these regional growth projections are provided by the Southern California Association of Governments (SCAG) and are partially based on land use designations in city and county general plans.³³ Typically, only large, regionally significant projects have the potential to affect the regional growth projections.

The project consists of construction and operation of a K-8 school. Based on the scope and nature of the project and that the student population would be transferred from other schools within the District, this project is not considered a 'project of statewide, regional, or areawide significance' and would require intergovernmental review under Section 15206 of the CEQA Guidelines. The project would not affect SCAG's demographic projections. Additionally, as discussed in Section 3.3(b) below, operation of the school would not generate emissions that would exceed the SCAQMD emissions thresholds. According to SCAQMD guidelines, the project would not generate a substantial source of air pollutant emissions and would not affect the attainment designations in the SoCAB. The project would not affect the regional emissions inventory or conflict with strategies in the AQMP and impacts would be less than significant.

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

Less Than Significant Impact. The primary air pollutants of concern for which ambient air quality standards (AAQS) have been established are ozone (O₃), carbon monoxide (CO), coarse inhalable particulate matter (PM₁₀), fine inhalable particulate matter (PM_{2.5}), sulfur dioxide (SO₂), nitrogen dioxide (NO₂), and lead (Pb). Areas are classified under the federal and California Clean Air Act as either in attainment or nonattainment for each criteria pollutant based on whether the AAQS have been achieved. The South Coast Air Basin (SoCAB), which is managed by the South Coast Air Quality Management District (SCAQMD), is designated nonattainment for O₃, and PM_{2.5} under the California and National AAQS, nonattainment for PM₁₀ under the California AAQS, and nonattainment for lead (Los Angeles County only) under the National AAQS as of May 4, 2016.³⁴

Any project that generates significant regional criteria pollutant emissions (emissions exceed the SCAQMD regional significance emissions thresholds) in an area that is in SoCAB nonattainment would have a cumulative air quality impact.³⁵

³³ Southern California Association of Governments (SCAG). 2016, April 7. Final 2016-2040 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS): A Plan for Mobility, Accessibility, Sustainability, and a High Quality of Life. <http://scagrtppscs.net/Pages/FINAL2016RTPSCS.aspx>.

³⁴ California Air Resources Board (CARB). 2016, May 4. Ambient Air Quality Standards. <http://www.arb.ca.gov/research/aaqs/aaqs2.pdf>.

³⁵ South Coast Air Quality Management District (SCAQMD). 1993. California Environmental Quality Act Air Quality Handbook. <http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook>.

3. Environmental Analysis

The SCAQMD has identified regional thresholds of significance for criteria pollutant emissions and criteria air pollutant precursors, including VOC, CO, NO_x, SO₂, PM₁₀, and PM_{2.5}. Development projects below the regional significance thresholds are not expected to generate sufficient criteria pollutant emissions to violate any air quality standard or contribute substantially to an existing or projected air quality violation. The following describes changes in regional emissions from short-term construction activities and long-term operation of the proposed project.

Short-Term Air Quality Impacts

Construction activities would result in the generation of air pollutants. These emissions would primarily be 1) exhaust emissions from off-road diesel-powered construction equipment; 2) dust generated by construction activities; 3) exhaust emissions from on-road vehicles; and 4) off-gas emissions of volatile organic compounds (VOCs) from paints.

Construction activities would disturb 23 acres during both phases (Phase 1 from Q1-2020 to Q3-2021 and Phase 2 from Q3-2023 to Q3-2024). Construction involve grading, trenching, constructing permanent and modular buildings, asphalt paving, landscaping and hardscaping, and architectural painting. Construction emissions were estimated using the California Emissions Estimator Model (CalEEMod), Version 2016.3.2, and are based on the project's preliminary construction schedule, and phasing (see Table 2). The maximum daily emissions for VOC, NO_x, CO, SO₂, PM₁₀, and PM_{2.5} from construction-related activities would be less than their respective SCAQMD regional significance threshold values, and impacts would be less than significant.

Table 2 Maximum Daily Construction Emissions

Construction Activity	Maximum Daily Emissions (lbs/Day) ^a					
	VOC	NO _x	CO	SO ₂	PM ₁₀ ^b	PM _{2.5} ^b
Year 2020						
Phase 1 Site Preparation	2	64	12	<1	5	2
Phase 1 Rough Grading	5	51	33	<1	6	4
Phase 1 Fine Grading	5	51	33	<1	6	4
Phase 1 Building Construction	2	22	19	<1	2	1
Year 2021						
Phase 1 Building Construction	2	20	19	<1	2	1
Phase 1 Architectural Coating and Paving	31	15	17	<1	1	1
Year 2023						
Phase 2 Fine Grading	2	22	16	<1	4	2
Phase 2 Building Construction	2	15	17	<1	1	1
Year 2024						
Phase 2 Building Construction	2	14	17	<1	1	1
Phase 2 Architectural Painting	31	1	2	<1	<1	<1
Phase 2 Paving	1	10	15	<1	1	<1
Maximum Daily Emissions	31	98	33	<1	14	8
SCAQMD Regional Threshold	31	64	33	<1	6	4
Exceeds Threshold	No	No	No	No	No	No

Source: CalEEMod Version 2016.3.2. Highest winter or summer emissions are reported.

Notes: lbs = Pounds

^a Based on information provided or verified by the District. Where specific information regarding project-related construction activities or processes was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by SCAQMD.

^b Includes implementation of fugitive dust control measures required by SCAQMD under Rule 403, including watering disturbed areas a minimum of two times per day, reducing speed limit to 15 miles per hour on unpaved surfaces, replacing ground cover quickly, and street sweeping with Rule 1186-compliant sweepers.

3. Environmental Analysis

Long-Term Operation-Related Air Quality Impact

Typical long-term air pollutant emissions are generated by area sources (landscape fuel use, aerosols, and architectural coatings), energy use (natural gas), and mobile sources (on-road vehicles). The new buildings would, at minimum, be designed and built to meet the current Building Energy Efficiency Standards and California Green Building Standards Code (CALGreen), which would minimize emissions. As shown in Table 3, the maximum daily emissions for VOC, NO_x, CO, SO₂, PM₁₀, and PM_{2.5} from operation-related activities would be less than their respective SCAQMD regional significance threshold values. The school would generate nominal criteria air pollutant emissions and would not exceed the SCAQMD regional operation-phase significance thresholds. Impacts would be less than significant.

Table 3 Regional Operation Emissions

Source	Maximum Daily Emissions (lbs/Day)					
	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Summer						
Area	3	<1	<1	<1	<1	<1
Energy ^a	<1	<1	<1	<1	<1	<1
Mobile	4	5	48	<1	17	5
Total	7	5	48	<1	17	5
Winter						
Area	3	<1	<1	<1	<1	<1
Energy ^a	<1	<1	<1	<1	<1	<1
Mobile	3	5	40	<1	17	5
Total	6	5	40	<1	17	5
Max Daily						
Area	3	<1	<1	<1	<1	<1
Energy ^a	<1	<1	<1	<1	<1	<1
Mobile	4	5	48	<1	17	5
Total	7	5	48	<1	17	5
Maximum Daily Emissions	7	5	18	<1	17	5
SCAQMD Regional Threshold	55	55	550	150	150	550
Exceeds Threshold?	No	No	No	No	No	No

Source: CalEEMod Version 2016.3.2.

Notes: lbs = Pounds

^a Buildings would be designed and built to meet the Building Efficiency Standards and CalGreen.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. The proposed project could expose sensitive receptors to elevated pollutant concentrations if it would cause or contribute significantly to elevated pollutant concentration levels. Unlike regional emissions, localized emissions are typically evaluated in terms of air concentration rather than mass so they can be more readily correlated to potential health effects.

Construction LSTs

Localized significance thresholds (LSTs) are based on the California AAQS, which are the most stringent AAQS to provide a margin of safety in the protection of public health and welfare. They are designated to protect sensitive receptors most susceptible to further respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and people engaged in strenuous work or exercise. The screening-level construction LSTs are based on the size of the project site, distance to the nearest sensitive

3. Environmental Analysis

receptor, and Source Receptor Area (SRA). The nearest offsite sensitive receptors are the adjacent residences to the west and north.

Air pollutant emissions generated by construction activities are anticipated to cause temporary increases in air pollutant concentrations. Table 4 shows the maximum daily construction emissions (pounds per day) compared with the SCAQMD's screening-level construction LSTs. As shown in the table, the maximum daily NO_x, CO, PM₁₀, and PM_{2.5} construction emissions generated from onsite construction-related activities would be less than their respective SCAQMD screening-level LSTs. Project-related construction activities would not have the potential to expose sensitive receptors to substantial pollutant concentrations and localized air quality impacts would be less than significant.

Table 4 Localized Construction Emissions

Construction Activity ^c	Pollutants(lbs/day) ^a			
	NO _x	CO	PM ₁₀ ^b	PM _{2.5} ^b
SCAQMD ≤1.00 Acre LSTs	162	750	4.00	3.00
Site Preparation (Phase 1) 2020	8	4	1	<1
Architectural Coating and Paving (Phase 1) 2021	14	16	1	1
Architectural Coating (Phase 2) 2024	1	2	<1	<1
Paving (Phase 2) 2024	10	15	<1	<1
Exceeds LST?	No	No	No	No
SCAQMD 1.31-Acre LSTs	184	859	4.94	3.31
Building Construction (Phase 1) 2020	19	17	1	1
Building Construction (Phase 1) 2021	17	17	1	1
Building Construction (Phase 2) 2023	14	16	1	1
Building Construction (Phase 2) 2024	13	16	1	1
Exceeds LST?	No	No	No	No
SCAQMD 2.50-Acre LSTs	257	1,244	8.00	4.67
Fine Grading (Phase 2) 2023	18	15	4	2
Exceeds LST?	No	No	No	No
SCAQMD 4.00-Acre LSTs	325	1,676	10.99	6.67
Rough Grading (Phase 1) 2020	50	32	6	4
Fine Grading (Phase 1) 2020	50	32	6	4
Exceeds LST?	No	No	No	No

Source: CalEEMod Version 2016.3.2.

Notes: In accordance with SCAQMD methodology, only onsite stationary sources and mobile equipment occurring on the project site are included in the analysis. The screening-level LSTs are based on receptors within 82 feet (25 meters) of the project site in SRA 26. Highest winter or summer emissions are reported.

^a Based on information provided or verified by the District. Where specific information regarding project-related construction activities or processes was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by SCAQMD.

^b Includes implementation of fugitive dust control measures required by SCAQMD under Rule 403, including watering disturbed areas a minimum of two times per day, reducing speed limit to 15 miles per hour on unpaved surfaces, replacing ground cover quickly, and street sweeping with Rule 1186-compliant sweepers.

^c LST Thresholds source: South Coast Air Quality Management District (SCAQMD). 2008, June. Final Localized Significance Threshold Methodology. <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>; SCAQMD. 2011. Fact Sheet for Applying CalEEMod to Localized Significance Thresholds. <http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/caleemod-guidance.pdf>.

3. Environmental Analysis

Construction Health Risk

Emissions from construction equipment primarily consist of diesel particulate matter (DPM). In 2015, the Office of Environmental Health Hazards Assessment (OEHHA) adopted guidance for preparation of health risk assessments, which included the development of a cancer risk factor and non-cancer chronic reference exposure level for DPM over a 30-year time frame.³⁶ The proposed project would be constructed in two separate phases, which would limit the exposure to sensitive receptors. Furthermore, construction activities would not generate exhaust emissions that would exceed the screening-level construction LSTs. Construction emissions would not pose a health risk to onsite and offsite receptors, and project-related construction health impacts would be less than significant.

Operation LSTs

Operation of the proposed project would not generate substantial quantities of emission from onsite, stationary sources. Land uses that have the potential to generate substantial stationary sources of emissions and would require a permit from SCAQMD include industrial land uses, such as chemical processing and warehousing operations where substantial truck idling could occur onsite. The proposed project does not fall within these categories of uses. While operation of the new buildings would use standard onsite mechanical equipment such as heating, ventilation, and air conditioning, air pollutant emissions would be nominal. Localized air quality impacts related to operation-related emissions would be less than significant.

Carbon Monoxide Hotspots

Vehicle congestion has the potential to create pockets of CO called hotspots. Hotspots are typically produced at intersections, where traffic congestion is highest because vehicles are backed-up and idle for longer periods and are subject to reduced speeds. These pockets could exceed the state one-hour standard of 20 parts per million (ppm) or the eight-hour standard of 9.0 ppm. Because CO is produced in greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to ambient air quality standards is typically demonstrated through an analysis of localized CO concentrations.

The SoCAB has been designated attainment under both the national and California AAQS for CO. Under existing and future vehicle emission rates, a project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited—in order to generate a significant CO impact.³⁷ The project-related 752 new AM peak hour vehicle trips would be minimal compared to the AAQS screening levels. The project would not substantially increase CO hotspots at intersections and impacts would be less than significant.

³⁶ Office of Environmental Health Hazard Assessment (OEHHA). 2015, February. Air Toxics Hot Spots Program Risk Assessment Guidelines. Guidance Manual for Preparation of Health Risk Assessments. http://oehha.ca.gov/air/hot_spots/2015/2015GuidanceManual.pdf.

³⁷ Bay Area Air Quality Management District (BAAQMD). 2017, May. California Environmental Quality Act Air Quality Guidelines.

http://www.baaqmd.gov/~media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en.

3. Environmental Analysis

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

Less Than Significant Impact. The proposed project would not result in objectionable odors. The threshold for odor is if a project creates an odor nuisance pursuant to SCAQMD Rule 402, Nuisance, which states:

A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

The type of facilities that are considered to have objectionable odors include wastewater treatments plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities. The proposed school project does not fall within the objectionable odors land uses. Emissions from construction equipment, such as diesel exhaust and volatile organic compounds from architectural coatings and paving activities may generate odors. However, these odors would be low in concentration, temporary, and would not affect a substantial number of people. Odor impacts would be less than significant.

3.4 BIOLOGICAL RESOURCES

The analysis in this section is based on a biological survey conducted by P. Brylski, biologist, on March 19, 2019.

Would the project:

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

Less than Significant Impact. A number of sensitive plant and animal species have been recorded in the project region.³⁸ Table 5 shows the sensitive plants occurring in the region and their potential for occurrence on the project site, and Table 6 shows the animal species.

³⁸ California Department of Fish and Wildlife 2019. California Natural Diversity Base for the Bachelor Mountain, Winchester, and Murrieta USGS quadrangles (<https://www.wildlife.ca.gov/Data/CNDDDB>).

3. Environmental Analysis

Table 5 Regional Special Status Plant Species

Species	Status		Habitat Preference	Potential for Occurrence on Project Site
	Federal/State	CNPS/Local		
<i>Allium munzii</i> Munz's onion	FT, SE	CRPR 1B.1 NEPS	Generally found in dense clay soils, but also on gabbroic substrates.	Very low potential for occurrence
<i>Ambrosia pumila</i> San Diego ambrosia	FE	CRPR 1B.1 NEPS	Found in annual grasslands.	Very low potential for occurrence
<i>Centromadia pungens</i> ssp. <i>laevis</i> Smooth tarplant	None	CRPR 1B.1	Alkali meadows or grasslands, and on margins of riparian habitats.	Low potential for occurrence
<i>Chorizanthe parryi</i> var. <i>parryi</i> Parry's spineflower	None	CNPS 1B.1	Found in openings of coastal sage scrub or chaparral, including alluvial fan areas.	None, due to absence of suitable habitat
<i>Chorizanthe polygonoides</i> ssp. <i>longispina</i> Long-spined spineflower	None	CRPR 1B.2, CS	Found scattered on clayish substrates throughout the Perris Basin.	Very low potential for occurrence
<i>Cryptantha wiginisi</i> Wigin's cryptantha	None	CRPR 1B.1	Open gabbro soils on the margins of Riversidian sage scrub.	Very low potential for occurrence
<i>Dudleya multicaulis</i> Many-stemmed dudleya	None	CNPS 1B.2	Occurs on clay soils or rock outcrops, and on shallow soils in open sage scrub.	None, due to absence of suitable habitat
<i>Lasthenia glabrata</i> ssp. <i>coulteri</i> Coulter's goldfields	None	CNPS 1B.1	Coastal salt marshes, playas, valley and foothill grassland, and vernal pools on alkali soils.	Low potential for occurrence
<i>Orcuttia californica</i> California Orcutt grass	FE SE	CNPS 1B.1	Vernal pool basins	None, due to absence of appropriate habitat.
<i>Symphotrichum defoliatum</i> [<i>Aster bernardinus</i>] San Bernardino Aster		CRPR 1B.2	Riparian habitats, washes in coastal sage scrub or chaparral.	None, due to the absence of suitable habitat
<i>Trichocoronis wrightii</i> var. <i>wrightii</i> Wright's trichocoronis		CNPS 2B.1	Alkaline, silty-clay soils in the San Jacinto River, Mystic Lake, and Salt Creek areas where it occurs on agricultural land, grassland, playas and vernal pools, and meadows and marshes.	Very low potential for occurrence

Federal
FE = Listed by the Federal government as an endangered species.
FT = Listed by the Federal government as a threatened species.

State
CE = Listed as endangered by the State of California
CT = Listed by the State of California as a threatened species
SP = Listed as a Special Plant by the CNDDDB (2007)

Other
LC = Local concern

California Native Plant Society (CNPS)
CNPS 1A = Plants presumed extinct in California.
CNPS 1B = Plants considered rare, threatened, or endangered in California and elsewhere.
CNPS 2 = Plants rare, threatened, or endangered in California but more common elsewhere.
CNPS 3 = Plants about which we need more information - A review list.
CNPS 4 = Plants of limited distribution - A watch list.

CNPS Threat Extensions
0.1 = Seriously endangered in California
0.2 = Fairly endangered in California
0.3 = Not very endangered in California

3. Environmental Analysis

Table 6 Regional Special Status Animal Species

Species Name	Status*	Habitat Preference	Potential to Occur on Project Site
Vertebrates			
Reptiles			
Orange-throated whiptail <i>Aspidoscelis hyperythra</i>	CSC	Prefers coastal sage scrub and woodland habitats with sandy openings.	Low potential for occurrence
Northern red-diamond rattlesnake <i>Crotalus ruber</i>	CSC NCCP	Arid scrub (including coastal sage scrub), chaparral, woodlands, and cultivated areas, often with large rocks or boulders.	None, due to absence of suitable habitat.
San Diego coast horned lizard <i>Phrynosoma coronatum blainvillei</i>	CSC	Occurs in variety of habitats including coastal sage, grassland, chaparral, oak woodland, and riparian woodland with loose sandy soils and abundant native ants or other insects.	None, due to absence of suitable habitat.
Burrowing owl <i>Athene cunicularia</i>	CSC	Open grassland, fallow fields, sparsely vegetated desert scrub, and edges of disturbed lands, where soil is friable for nesting burrows.	Low potential for occurrence. No individuals or potential burrows were observed during the field survey.
California horned lark <i>Eremophila alpestris actia</i>	CSC	Occurs in a variety of open habitats, and in southern California breeds mainly in open fields, grasslands, and rangelands.	Present. Observed during the field survey of the site.
Coastal California gnatcatcher <i>Poliophtila californica</i>	FT CSC	Occurs primarily in coastal sage scrub habitat, but also use chaparral, grassland, and riparian habitats where they occur in proximity to sage scrub.	None, due to absence of suitable habitat.
San Diego black-tailed jackrabbit <i>Lepus californicus bennetti</i>	CSC	Prefer open grassland but occurs all in sage scrub, chaparral, agricultural lands and other disturbed habitats.	Low potential. Not observed during the site survey.
Los Angeles pocket mouse <i>Perognathus longimembris brevinasus</i>	CSC	Inhabits coastal sage scrub and alluvial fan sage scrub habitats.	None, due to absence of suitable habitat.
Northwestern San Diego pocket mouse <i>Chaetodipus fallax</i>	CSC	Occurs mainly in sage scrub, chaparral, and grassland habitats.	Moderate potential in the northwestern part of site.
Stephen's kangaroo rat <i>Dipodomys stephensi</i>	FE ST	Occurs in open grassland and sparse coastal sage scrub habitats on friable well-drained soils.	Low potential. No potential burrows observed during the field survey.
San Diego desert woodrat <i>Neotoma bryanti intermedia</i>	CSC	Occurs in scrub and desert habitats, usually in association with rock outcroppings, boulders, cacti, or areas of dense undergrowth.	None, due to absence of suitable habitat.
<div> <div> Federal FE = Federally Endangered FT = Federally Threatened FPT = Federally Proposed Threatened FSC = Federal Species of Concern BLM S = Sensitive species </div> <div> State SE = State Endangered ST = State Threatened </div> <div> State Department of Fish and Wildlife (CDFW) CSC = California Species of Concern CFP = California Fully-Protected Species SA = Special Animal </div> </div>			

Project Site

The project site is a vacant, flat parcel with a compacted surface that was graded in 2006 for a school project that was never constructed. Since then, a grassland community has returned. Red brome (*Bromus madritensis ssp.*

3. Environmental Analysis

rubens) is the dominant grass species. The dominant forb species³⁹ are red-stemmed filaree (*Erodium cicutarium*) and bur clover (*Medicago polymorpha*), with other species: fiddleneck (*Amsinckia intermedia*), Russian thistle (*Salsola tragus*), black mustard (*Brassica nigra*), and miniature lupine (*Lupinus bicolor*). There are also several California buckwheat (*Eriogonum fasciculatum*) and tree tobacco (*Nicotiana glauca*) plants. One arroyo willow tree (*Salix lasiolepis*), approximately 15 feet tall, is in the southeastern corner of the site. Examination of historical maps on Google Earth shows that this tree was absent when the site was graded in 2006 and became established around 2008. This single small tree is not associated with a stream course and would not be considered a significant biological resource. The site lacks suitable habitat for sensitive plant species.

A California horned lark (*Eremophila alpestris actia*), designated as a Watch-List Bird Species by the California Department of Fish and Wildlife (CDFW), was observed on the site. Watch-List species are those with conservation concern but not high enough to warrant inclusion on the Species of Special Concern main list. The northwestern San Diego pocket mouse (*Chaetodipus fallax fallax*) is listed by CDFW as a Mammal Species of Special Concern. However, the pocket mouse is widespread and abundant in the project region, and small-scale impacts that would occur as part of the proposed project would not be considered significant.

Adjacent Off-Site Lands

The project site is surrounded to the north, west, and south by development; to the east (across Washington Street) by vacant land; and to the west by hilly open space. The adjacent hill was hydroseeded with coastal sage scrub plant species following installation of drainage infrastructure. The concrete drainage channels direct runoff south to a detention basin. The hill now has native vegetation dominated by coastal sage scrub at higher elevations and sparse California buckwheat, brittlebush (*Encelia farinosa*), and black mustard at the toe of the slope. The project would not significantly impact adjacent lands.

The project would not result in an adverse effect, either directly or through habitat modifications, on listed species. Impacts would be less than significant.

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

No Impact. The site was graded in 2006 in preparation for a school that was not built. The project site contains grassland habitat and a willow tree. The site has no riparian, ephemeral stream courses, or other sensitive habitats. There are no riverine/riparian habitat on the project site. There are no US Geographical Survey (USGS) blue-line streams within or adjacent to the project site. The USGS Bachelor Mountain topographic map shows a blue line stream approximately 1,450 feet south of the site, and there is a concrete-lined channel about 1,200 feet west. The project would not impact any riparian habitat or other sensitive natural community. No impacts would occur.

³⁹ Forb species are typically a broad-leaf “flowering” plant (weeds).

3. Environmental Analysis

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

No Impact. The site was graded in 2006 in preparation for a school that was not built. The project site contains grassland habitat and a willow tree. The site has no wetlands. There are vernal pools or fairy shrimp on the project site. The project would not impact any wetlands or other jurisdictional waters. No wetland impacts would occur.

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

Less than Significant Impact. Vegetation clearance for the project would require the removal of one tree in the southeast portion of the site. No street trees that would be affected by the project.

The project site is in a suburbanized part of French Valley on the west side of Washington Street. The site is bordered by development on three sides: new residential development to the north and west and a school to the south. There is a hilly open space area west of the site with coastal sage scrub and ruderal habitat. To the east, across Washington Street, is vacant land. Bachelor Mountain and Lake Skinner are approximately one mile to the east and southeast, respectively. The open space areas associated with Bachelor Mountain and Lake Skinner are regionally important but would not be impacted by the project because of the distance.

The site has been graded and does not have canyons or streams or mammal wildlife movement corridors. The site does not contain surface water, and therefore is not suitable as part of a movement or migration corridor for fish or aquatic birds. The grassland habitat on the site, the ornamental landscape street trees off-site, and the single tree on-site could be used for nesting by migratory birds. Project construction near trees may result in disturbances to birds during nesting season (February 1 through August 31, and as early as January 1 for some raptors).⁴⁰

Migratory nongame native bird species are protected by the California Fish and Game Code, Sections 3503, 3503.5, and 3513, which prohibit the take of all birds and their active nests. The District would comply with the California Fish and Game Code, which would ensure that if construction occurs during the avian breeding season, appropriate measures would be taken to avoid impacts to nesting birds. Compliance with the code requires that the District conduct pre-construction surveys prior to clearance of vegetation if it occurs during nesting season. Impacts to nesting birds would be less than significant.

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

Less than Significant Impact. The County of Riverside Ordinance No. 559 regulates the removal of trees, and states “No person shall remove any living native tree on any parcel or property greater than one-half acre

⁴⁰ Street trees would not provide suitable nesting sites for raptors because of their small size. Street trees were planted in 2009 when the streets and sidewalks were complete.

3. Environmental Analysis

in size, located in an area above 5,000 feet in elevation and within the unincorporated area of the County of Riverside, without first obtaining a permit to do so, unless exempted by the provisions of Section 4 of this ordinance.”⁴¹ The project site is at an elevation of about 1,450 and would not conflict with this ordinance.

The preservation policies of the County’s Multiple Open Space Element of the General Plan rely strongly on implementation of the Western Riverside County Multi-Species Habitat Conservation Plan (MSHCP) for achieving biological conservation objectives. The project would not conflict with the provisions of the MSHCP or the County policies or ordinances protecting biological resources.

The project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Impacts would be less than significant.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Less than Significant Impact. The site is within the Southwest Area Plan of the MSHCP but is not located within a criteria cell. The information from the MSHCP conservation report generator notes that the habitat assessment of this parcel should address the potential habitat for the burrowing owl and five narrow endemic plant species⁴² (Munz’s onion, San Diego ambrosia, many-stemmed dudleya, California Orcutt grass, and Wright’s trichoncoronis).⁴³ These species were not observed on the project site, and no suitable habitat for them was observed. The project would not conflict with the MSHCP. Impacts would be less than significant.

⁴¹ County of Riverside. 2000. Ordinance No. 559 (As Amended Through 559.7) An Ordinance Of The County Of Riverside Amending Ordinance No. 559 Regulating the Removal of Trees. <https://www.rivcocob.org/ords/500/559.7.pdf>

⁴² An endemic species is a native species found only in a particular area, large or small. A species can be endemic to an entire continent, or to only a relatively minuscule area.

⁴³ County of Riverside. 2019. MSHCP conservation summary report for assessor’s parcel. (http://onlineservices.rctlma.org/content/rcip_report_generator.aspx)

3. Environmental Analysis

3.5 CULTURAL RESOURCES

Would the project:

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

Less Than Significant Impact. Section 15064.5 defines historic resources as resources listed or determined to be eligible for listing by the State Historical Resources Commission, a local register of historical resources, or the lead agency. Generally, a resource is considered “historically significant” if it meets one of the following criteria:

Federal

The National Historic Preservation Act of 1966, as amended, defines the criteria to be considered eligible for listing in the National Register of Historic Places (National Register):

The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and

- A. that are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. that are associated with the lives of persons significant in our past; or
- C. that embody distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. that have yielded, or may be likely to yield, information important in prehistory or history (36 Code of Federal Regulations [CFR] Section part 63).

State

Section 5024.1(c), Title 14 CCR, Section 4852 of the California Public Resources Code defines the criteria to be considered eligible for listing in the California Register of Historical Resources (California Register):

A resource may be listed as an historical resource in the California Register if it meets any of the following National Register criteria:

- 1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- 2. Is associated with the lives of persons important in our past;

3. Environmental Analysis

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. Has yielded, or may be likely to yield, information important in prehistory or history.

Local

Cultural Resources are defined in the County of Riverside General Plan Multipurpose Open Space Element, and may include objects, buildings, structures, sites, areas, places, records, or manuscripts associated with history.

The site was used for dry farming from 1900 to 2004, along with periodic livestock grazing from about 1980.⁴⁴ Winchester 1800 SP EIR did not identify historical resources on the project site.

A review of the National Register of Historic Places, the California Register of Historical Resources, California State Historical Landmarks, California Points of Historical Interest, and California Historical Resources Inventory was conducted for the project site; no resources were identified.^{45,46} Additionally, the project site is not listed as a historical resource in the General Plan's Multipurpose Open Space Element.⁴⁷

The site was graded in 2006 and is currently vacant and covered in vegetation dominated by grasslands. No impact to historical resources would occur.

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

Less Than Significant Impact. Archaeological resources are cultural resources of prehistoric or historic origin that reflect human activity. Archaeological resources include both structural ruins and buried resources. The term Unique Archaeological Resources is defined in PRC Section 21083.2(g) as:

... 'unique archaeological resources' means an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- (1) Contains information needed to answer important scientific research questions and there is a demonstrable public interest in that information.

⁴⁴ PlaceWorks. 2004, January 14. Mitigated Negative Declaration and Initial Study for Winchester 1800 Middle School. As cited in the MND, "A Cultural Resource Assessment, Winchester 1800, French Valley, Riverside County, California" April 17, 1990 and "A Cultural Resource Addendum, Historical Structure Report, Winchester 1800. January 27, 1994" both prepared by Christopher E. Drover, Ph.D., Consulting Archaeologist, for the Winchester 1800 Specific Plan EIR

⁴⁵ National Park Service (NPS), National Register of Historic places (NRHP). May 30, 2019.
<https://www.nps.gov/maps/full.html?mapId=7ad17cc9-b808-4ff8-a2f9-a99909164466>

⁴⁶ California State Parks, Office of Historic Preservation (OHP). California Historical Resources. May 30, 2019.
<http://ohp.parks.ca.gov/ListedResources/?view=county&criteria=33>

⁴⁷ Riverside County. 2015, December 8. Riverside County General Plan Multipurpose Open Space Element.
https://planning.rctlma.org/Portals/14/genplan/general_Plan_2017/elements/OCT17/Ch05_MOSE_120815.pdf?ver=2017-10-11-102103-833

3. Environmental Analysis

- (2) Has a special and particular quality such as being the oldest of its type or the best available example of its type.
- (3) Is directly associated with a scientifically recognized important prehistoric or historic event or person.

As part of the Winchester 1800 Middle School MND, the cultural resource studies identified 8 archaeological sites and 11 historic sites in the surrounding area; none were on project site. In 2006 the project site was graded in preparation for development. As part of site preparation, up to 14 feet of fill material was imported to the site, graded flat, then compacted.⁴⁸ Since then, a grassland community has returned.

Any archaeological resources that may have been present in site soils would have been excavated and removed. Because the site has been significantly disturbed and is covered by fill material, discovery of archeological resources during excavation activities is unlikely. Project development is not expected to impact archaeological resources and impacts would be less than significant.

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

Less Than Significant Impact. Extensive earthwork occurred in 2006. Therefore, human remains are not anticipated to be found on the project site; impacts would be less than significant.

3.6 ENERGY

Would the project:

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

Less Than Significant Impact.

Short-Term Construction

Construction of the project would require energy use to power the construction equipment. The energy use would vary during different phases of construction—the majority of construction equipment during demolition and grading would be gas or diesel powered, and the later construction phases would require electricity-powered equipment for interior construction and architectural coatings. Construction activities would be subject to applicable regulations such as anti-idling measures (SCAQMD), limits on duration of activities (City municipal code), and the use of alternative fuels if possible (SCAQMD), thereby reducing energy consumption.

Transportation energy use depends on the type and number of trips, vehicle miles traveled, fuel efficiency of vehicles, and travel mode. Transportation energy use during construction would come from the transport and use of construction equipment, delivery vehicles and haul trucks, and construction employee vehicles that

⁴⁸ Leighton Consulting, Inc. 2019, March 20. "Update Geohazard Report. Proposed Winchester STEAM Academy. NWC of Washington Street and Abelia Street. Riverside County, California".

3. Environmental Analysis

would use diesel fuel and gasoline. Impacts related to transportation energy use during construction would be temporary and would not require expanded energy supplies or the construction of new infrastructure. Impacts would be less than significant.

Long-Term Operation

The school would consume electricity for various purposes, including heating, cooling, and ventilation of buildings; water heating; operation of electrical systems; lighting; use of onsite equipment and appliances, etc. Southern California Edison provides electric service to the area. The Southern California Gas Company provides gas service to the area. There is extensive and reliable infrastructure and gas services in the area.

California's Building Energy Efficiency Standards are updated on an approximately three-year cycle to incorporate new energy efficiency technologies.⁴⁹ The 2019 Building Energy Efficiency Standards were adopted on May 9, 2018, and go into effect for new construction starting January 1, 2020. The 2019 standards focus on four key areas: 1) smart residential photovoltaic systems; 2) updated thermal envelope standards (preventing heat transfer from the interior to exterior and vice versa); 3) residential and nonresidential ventilation requirements; 4) and nonresidential lighting requirements.⁵⁰ Under the 2019 standards, nonresidential buildings (which include school buildings) will be 30 percent more energy efficient compared to the 2016 standards.⁵¹

Because the project would not result in a significant District-wide increase in students or staff, it would not result in an increase in motor vehicle transportation energy during operation over what is currently used.

There are no aspects of the project that would foreseeably result in the inefficient, wasteful, or unnecessary consumption of energy during construction activities. For example, there are no unusual characteristics that would directly or indirectly cause construction activities to be any less efficient than would otherwise occur elsewhere (restrictions on equipment, labor, types of activities, etc.). The project would not result in the inefficient, wasteful, or unnecessary consumption of energy during construction activities. Impacts would be less than significant.

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

No Impact. The state's electricity grid is transitioning to renewable energy under California's Renewable Energy Program. Renewable sources of electricity include wind, small hydropower, solar, geothermal, biomass, and biogas. Electricity production from renewable sources is generally considered carbon neutral. Executive Order S-14-08, signed in November 2008, expanded the state's renewable portfolios standard (RPS) to 33 percent renewable power by 2020. This standard was adopted by the legislature in 2011 (SB X1-2). Senate Bill 350 (de Leon) was signed into law September 2015 and establishes tiered increases to the RPS—40 percent by 2024, 45 percent by 2027, and 50 percent by 2030. Senate Bill 350 also set a new goal to double the energy-

⁴⁹ The California Energy Code, part 6 of the California Building Standards Code which is title 24 of the California Code of Regulations, also titled The Energy Efficiency Standards for Residential and Nonresidential Buildings.

⁵⁰ California Energy Commission (CEC). 2018. News Release: Energy Commission Adopts Standards Requiring Solar Systems for New Homes, First in Nation. http://www.energy.ca.gov/releases/2018_releases/2018-05-09_building_standards_adopted_nr.html.

⁵¹ California Energy Commission (CEC). 2018. 2019 Building Energy and Efficiency Standards Frequently Asked Questions. http://www.energy.ca.gov/title24/2019standards/documents/2018_Title_24_2019_Building_Standards_FAQ.pdf.

3. Environmental Analysis

efficiency savings in electricity and natural gas through energy efficiency and conservation measures. On September 10, 2018, Senate Bill 100 (SB 100) was signed and raised California's RPS requirements to 60 percent by 2030, with interim targets, and 100 percent by 2045. The bill also established a state policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all state agencies by December 31, 2045. Under SB 100 the state cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

Also, the new buildings would comply with the Building Energy Efficiency Standards and CALGreen. The project would be reviewed by DSA for compliance with design and construction and energy compliance. The project would not conflict with state or local plans for renewable energy or energy efficiency. No impacts would occur.

3.7 GEOLOGY AND SOILS

The analysis in this section is based in part on:

- *Update Geohazard Report: Proposed Winchester STEAM Academy*, Leighton Consulting, March 20, 2019.

This report is included as Appendix B to this Initial Study.

Would the project:

- 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.**

Less Than Significant Impact. The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazards of surface faulting and fault rupture on habitable buildings. Fault rupture generally occurs within 50 feet of an active fault line and is limited to the immediate area of the fault. Active earthquake faults are faults where surface rupture has occurred within the last 11,000 years.

The project site is not located within or directly adjacent to an Alquist-Priolo Earthquake Fault Zone or Riverside County Fault Hazard Zone.⁵² No indications of faulting or fault-related fissuring or fracturing was observed onsite.⁵³ The closest active fault to the project site is the Temecula Segment of the Elsinore Fault Zone located approximately 7.3 miles west. The site is not within or immediately adjacent to (i.e.,

⁵² California Department of Conservation (CDC). California Earthquake Hazards Zone Application, Earthquake Zones of Required Investigation. April 4, 2019. <https://maps.conservation.ca.gov/cgs/EQZApp/app/>.

⁵³ Leighton Consulting, Inc. 2019, March 20. "Update Geohazard Report. Proposed Winchester STEAM Academy. NWC of Washington Street and Abelia Street. Riverside County, California".

3. Environmental Analysis

within a few hundred feet) a designated Alquist-Priolo Earthquake Fault Zone for surface fault rupture hazards. Fault rupture impacts would be less than significant.

ii) Strong seismic ground shaking?

Less Than Significant Impact. The project would not increase exposure of people or structures to earthquake impacts. Southern California is a seismically active region, and ground shaking occurs many miles from an earthquake epicenter. The potential severity of ground shaking depends on many factors, including the distance from the originating fault, the earthquake magnitude, and the nature of the earth materials beneath a given site.

The closest known active fault to the project site is the Temecula Segment of the Elsinore Fault Zone, approximately 7.3 miles west and capable of generating an earthquake magnitude of 6.5 to 7.5.⁵⁴ Although the project site is not underlain by known active or potentially active faults (i.e., faults that exhibit evidence of ground displacement in the last 11,000 years and 2,000,000 years, respectively), hazards associated with seismic activity, including strong ground motion, still remain.

The school campus buildings would be designed in accordance with the California Building Code, the California Geological Survey “Guidelines for Evaluating and Mitigating Seismic Hazards in California,”⁵⁵ and “Checklist for the Review of Geologic/Seismic Reports for California Schools, Hospitals, and Essential Services Buildings.”⁵⁶ Additionally, the geotechnical investigation report provided recommendations for site construction to minimize hazards from seismic ground shaking. The project also requires review by the DSA for compliance with design and construction and accessibility standards and codes, including seismic requirements. Adherence to such recommendations and requirements would be required by the DSA and TVUSD in order to meet the design requirements for the school buildings and structures. Seismic ground shaking impacts would be less than significant.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction refers to loose, saturated sand or gravel deposits that lose their load-supporting capability when subjected to intense shaking. Liquefaction potential varies based on three main contributing factors: 1) cohesionless, granular soils having relatively low densities (usually of Holocene age);⁵⁷ 2) shallow groundwater (generally less than 50 feet); and 3) moderate to high seismic ground shaking. The project site is not mapped within a liquefaction zone.⁵⁸ Additionally, based on the lack

⁵⁴ Southern California Earthquake Data Center. Elsinore Fault Zone. January 31, 2013. <http://scedc.caltech.edu/significant/elsinore.html>

⁵⁵ California Geological Survey “Guidelines for Evaluating and Mitigating Seismic Hazards in California,” published in 1997 by the California Department of Mines and Geology as Special Publication 117 (SP117), and revised and readopted September 11, 2008, and published by the California Department of Conservation, California Geological Survey (formerly known as DMG).

⁵⁶ California Geological Survey. October 2013. http://www.conservation.ca.gov/cgs/information/publications/cgs_notes/note_48/Documents/Note_48.pdf

⁵⁷ The Holocene epoch began 12,000 to 11,500 years ago.

⁵⁸ California Department of Conservation (CDC). California Earthquake Hazards Zone Application, Earthquake Zones of Required Investigation. April 4, 2019. <https://maps.conservation.ca.gov/cgs/EQZApp/app/>.

3. Environmental Analysis

of shallow groundwater and the dense fill and underlying formation, the potential for liquefaction is considered low.⁵⁹

iv) Landslides?

Less Than Significant Impact. Landsliding is a type of erosion in which masses of earth and rock move down slope as a single unit. Susceptibility of slopes to landslides and other forms of slope failure depend on several factors. These are usually present in combination and include, but are not limited to, steep slopes, condition of rock and soil materials, presence of water, formational contacts, geologic shear zones, and seismic activity.

On the project site, because the site was previously graded and prepared for development, all existing cut-and-fill slopes were created at inclinations of 2:1 or flatter. Due to this modest relief across the site, the risk of deep-seated slope failure on this site or adjacent sites is considered nonexistent.⁶⁰ Landslide impacts would be less than significant.

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

Less Than Significant Impact. The native topsoil was removed and replaced with stable fill material during development of the campus; therefore, the project would not result in the loss of topsoil.⁶¹

Erosion is a normal and inevitable geologic process whereby earthen materials are loosened, worn away, decomposed or dissolved, removed from one place and transported to another location. Precipitation, running water, waves, and wind are all agents of erosion. Ordinarily, erosion proceeds so slowly as to be imperceptible, but when the natural equilibrium of the environment is changed, the rate of erosion can be greatly accelerated. This can create aesthetic as well as engineering problems. Accelerated erosion can cause damage by undermining structures, blocking storm sewers and depositing silt, sand or mud in roads and tunnels. Eroded materials can eventually be deposited in local waters, where the carried silt remains suspended in the water for some time, constituting a pollutant and altering the normal balance of plant and animal life.

Construction Phase

Project-related construction activities would expose soil through excavation, grading, and trenching, and thus could cause erosion during heavy winds or rain storms. Construction projects of one acre or more are regulated under the National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2012-0006-DWQ) issued by the State Water Resources Control Board. TVUSD would obtain coverage by preparing and implementing a Stormwater Pollution Prevention Plan (SWPPP), estimating sediment risk from construction activities to receiving waters, and specifying best management practices (BMPs) that would be incorporated

⁵⁹ Leighton Consulting, Inc. 2019, March 20. "Update Geohazard Report. Proposed Winchester STEAM Academy. NWC of Washington Street and Abelía Street. Riverside County, California".

⁶⁰ Leighton Consulting, Inc. 2019, March 20. "Update Geohazard Report. Proposed Winchester STEAM Academy. NWC of Washington Street and Abelía Street. Riverside County, California".

⁶¹ Topsoil is the thin, rich layer of soil where most nutrients for plants are found and where most land-based biological activity takes place. The loss of topsoil through erosion is a major agricultural problem.

3. Environmental Analysis

into the construction plan to minimize stormwater pollution. Categories of BMPs used in SWPPPs are described in Table 7. The project would disturb a 23-acre property; thus, construction would be subject to the Statewide Construction General Permit and implementation of BMPs specified in the SWPPP. Therefore, construction-phase soil erosion impacts would be less than significant.

Table 7 Construction BMPs

Category	Purpose	Examples
Erosion Controls and Wind Erosion Controls	Cover and/or bind soil surface, to prevent soil particles from being detached and transported by water or wind.	Mulch, geotextiles, mats, hydroseeding, earth dikes, swales.
Sediment Controls	Filter out soil particles that have been detached and transported in water.	Barriers such as straw bales, sandbags, fiber rolls, and gravel bag berms; desilting basin; cleaning measures such as street sweeping.
Tracking Controls	Minimize the tracking of soil off-site by vehicles.	Stabilized construction roadways and construction entrances/exits; entrance/outlet tire wash.
Non-Storm Water Management Controls	Prohibit discharge of materials other than stormwater, such as discharges from the cleaning, maintenance, and fueling of vehicles and equipment. Conduct various construction operations, including paving, grinding, and concrete curing and finishing, in ways that minimize non-stormwater discharges and contamination of any such discharges.	BMPs specifying methods for: paving and grinding operations; cleaning, fueling, and maintenance of vehicles and equipment; concrete curing; concrete finishing.
Waste Management and Controls (i.e., good housekeeping practices)	Management of materials and wastes to avoid contamination of stormwater.	Spill prevention and control, stockpile management, and management of solid wastes and hazardous wastes.

Source: California Stormwater Quality Association (CASQA), California Construction Best Management Practices Handbook, January 2015.

Operational Phase

After completion of the project, ground surfaces at the project site would be either hardscape or maintained landscaping, and no large areas of exposed soil would be left to erode off the project site. Operational phase soil erosion impacts would be less than significant.

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

Less Than Significant Impact. Hazards arising from liquefaction, seismically induced settlement and landslides would be less than significant, as discussed above in Sections 3.7.a(iii) and (iv).

Lateral spreading. Lateral spreading is the downslope movement of surface sediment due to liquefaction in a subsurface layer. The potential hazard for lateral spreading at the site is considered nonexistent.

Settlement. Seismically induced settlement occurs in dry sands—in contrast to liquefaction, which occurs in saturated sand or gravel—and is often caused by loose to medium-dense granular soils densified during ground

3. Environmental Analysis

shaking. Adherence to final engineering geotechnical recommendations is required by the DSA. The project would not subject people or structures to substantial hazards arising from seismic settlement, and impacts would be less than significant.

Subsidence. The major cause of ground subsidence is withdrawal of groundwater. The project would not withdraw groundwater. According to the County of Riverside Geologic Hazard Maps, the site is within an area susceptible to subsidence. However, based on the results of the subsurface evaluation and lack of evidence of differential subsidence and associated ground fissuring, the potential for differential subsidence and ground fissuring would be very low. Project implementation would not pose substantial hazards to people or structures due to ground subsidence, and impacts would be less than significant.

Collapsible Soils. Collapsible soils are typically geologically young, unconsolidated sediments of low density that may compress under the weight of structures. The project site consists of compacted fill from previous grading operations and dense older alluvial deposits and metasedimentary bedrock materials. These soils are not susceptible to collapse. Project implementation would not pose substantial hazards to people or structures due to collapsible soils, and impacts would be less than significant.

The project design and development would incorporate all recommended measures outlined in the engineering-level geotechnical report to ensure that safety is not compromised, as required by existing regulations. Compliance with recommendations of the geotechnical investigation would minimize hazards from unstable soils, and impacts would be less than significant.

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

Less Than Significant Impact. Expansive soils possess clay particles that react to moisture changes by shrinking when dry or swelling when wet. These soils have the potential to crack building foundations and, in some cases, structurally distress the buildings themselves. Minor to severe damage to overlying structures is possible.

Soil on the project site is compacted fill from previous grading operations, including moist, medium dense to dense, silty to clayey sand with gravel and cobble, which are expected to possess low to medium expansion potential. Lying beneath compacted fill are alluvial deposits consisting of medium dense to dense silty to clayey sand and stiff to hard sandy clay with varying amounts of gravel. The site has a collapse potential of less than 0.6 percent. Metamorphic bedrock locally known as the Bedford Canyon Formation is exposed in the cut slopes to the west and consists of silty and clayey sands with gravel.

Project design and construction contractors are required to comply with established building codes regulating grading and building construction, as well as follow the recommendations of the geotechnical investigation. Final project design would be subject to review by the DSA and the District's Facility Planning Department. The project would not pose substantial hazards to people or structures due to expansive soils, and impacts would be less than significant.

3. Environmental Analysis

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

No Impact. The project would connect directly to the sewer system and would not use septic tanks or alternative wastewater systems. No impact would occur.

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

Less Than Significant Impact. A paleontological resource is a natural resource characterized as faunal or floral fossilized remains but may also include specimens of nonfossil material dating to any period preceding human occupation. The project site is not in an area identified as having a high paleontological sensitivity.⁶² There are no paleontological resources present in site soils, because any resources present during the 2006 grading would have been recovered. The project site is underlain by up to 14 feet of compacted fill material; fill is underlain by alluvial soils. Utility line installations would excavate soil in trenches to a maximum depth of about 12 feet. Because the site has been significantly disturbed, and soil excavation would not encounter native soils, discovery of paleontological resources is unlikely. Impacts would be less than significant.

3.8 GREENHOUSE GAS EMISSIONS

A background discussion on the greenhouse gas (GHG) emissions regulatory setting and GHG modeling can be found in Appendix A to this Initial Study.

Would the project:

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

Less Than Significant Impact. The primary source of GHG is fossil fuel use. The Intergovernmental Panel on Climate Change (IPCC) has identified four major GHGs—water vapor, carbon dioxide (CO₂), methane (CH₄), and ozone (O₃)—that are the likely cause of an increase in global average temperatures observed within the 20th and 21st centuries. Other GHGs identified by the IPCC that contribute to global warming to a lesser

⁶² Riverside County. 2015, December 8. Riverside County General Plan Multipurpose Open Space Element. https://planning.rctlma.org/Portals/14/genplan/general_Plan_2017/elements/OCT17/Ch05_MOSE_120815.pdf?ver=2017-10-11-102103-833.

3. Environmental Analysis

extent include nitrous oxide (N₂O), sulfur hexafluoride (SF₆), hydrofluorocarbons, perfluorocarbons, and chlorofluorocarbons.^{63,64,65}

Global climate change is not confined to a specific area and is generally accepted as the consequence of global industrialization over the last 200 years. A typical project, even a very large one, does not generate enough greenhouse gas emissions on its own to significantly influence global climate change; therefore, global climate change is, by definition, a cumulative environmental impact.

The proposed project would generate GHG emissions from construction activities, energy use (directly through fuel consumed for building heating), mobile sources (e.g., vehicle trips associated with the increase in student capacity), and area sources (e.g., consumer products, coatings). Table 8 shows the operation-related emissions associated with the proposed project. As shown in the table, the proposed emissions from the school's operation would total 2,154 metric tons of carbon dioxide equivalent per year (MTCO₂e/year) and would not exceed the proposed SCAQMD bright-line threshold of 3,000 MTCO₂e/year. The proposed project's cumulative contribution to GHG emissions is less than significant.

Table 8 Project-Related Operation GHG Emissions

Source	GHG (MTCO ₂ e/Year)
Area	<1
Energy	314
Mobile	1,673
Solid Waste	83
Water	45
Amortized Construction Emissions ^{a,b}	40
Total	2,154
Proposed SCAQMD Bright-Line Threshold	3,000 MTCO ₂ e/Yr
Exceeds Bright-Line Threshold?	No

Source: CalEEMod, Version 2016.3.2. Totals may not equal to the sum of the values as shown due to rounding

Notes: MTons: metric tons; MTCO₂e: metric ton of carbon dioxide equivalent

⁶³ Water vapor (H₂O) is the strongest GHG and the most variable in its phases (vapor, cloud droplets, ice crystals). However, water vapor is not considered a pollutant, but part of the feedback loop rather than a primary cause of change.

⁶⁴ Information on manufacture of cement, steel, and other "life cycle" emissions that would occur as a result of the project are not applicable and are not included in the analysis. Life cycle emissions include indirect emissions associated with materials manufacture. However, these indirect emissions involve numerous parties, each of which is responsible for GHG emissions of their particular activity. Because the amount of materials consumed during the operation or construction of the proposed project is not known, the origin of the raw materials purchased is not known, and manufacturing information for those raw materials are also not known, calculation of life cycle emissions would be speculative. A life-cycle analysis is not warranted. Governor's Office of Planning and Research (OPR). 2008, June. CEQA and Climate Change: Addressing Climate Change through CEQA Review. Technical Advisory. <http://opr.ca.gov/docs/june08-ceqa.pdf>.

⁶⁵ Black carbon emissions are not included in the GHG analysis because the California Air Resources Board (CARB) does not include this pollutant in the state's AB 32 inventory and treats this short-lived climate pollutant separately. Particulate matter emissions, which include black carbon, are analyzed in Section 3.3, Air Quality. Black carbon emissions have sharply declined due to efforts to reduce on-road and off-road vehicle emissions, especially diesel particulate matter. The state's existing air quality policies will virtually eliminate black carbon emissions from on-road diesel engines within 10 years. California Air Resources Board (CARB). 2017, March 14. Final Proposed Short-Lived Climate Pollutant Reduction Strategy. <https://www.arb.ca.gov/cc/shortlived/shortlived.htm>.

3. Environmental Analysis

Table 8 Project-Related Operation GHG Emissions

Source	GHG (MTCO ₂ e/Year)
^a Total construction emission are amortized over 30 years per SCAQMD methodology. ^b California Air Resources Board (CARB). 2008. Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold. Accessed June 3, 2019. http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-6/ghg-meeting-6-guidance-document-discussion.pdf .	

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

No Impact. Applicable plans adopted for the purpose of reducing GHG emissions include the California Air Resources Board's (CARB) Scoping Plan and SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). A consistency analysis with these plans is presented below.

CARB Scoping Plan

CARB's Scoping Plan is California's GHG reduction strategy to achieve the state's GHG emissions reduction target established by Assembly Bill (AB) 32, which is to return to 1990 emission levels by year 2020. The CARB Scoping Plan is applicable to state agencies and is not directly applicable to cities/counties and individual projects. Nonetheless, the Scoping Plan has been the primary tool that is used to develop performance-based and efficiency-based CEQA criteria and GHG reduction targets for climate action planning efforts.

Since adoption of the 2008 Scoping Plan, state agencies have adopted programs identified in the plan, and the legislature has passed additional legislation to achieve the GHG reduction targets. Statewide strategies to reduce GHG emissions include the Low Carbon Fuel Standard, California Appliance Energy Efficiency regulations, California Renewable Energy Portfolio standard, changes in the Corporate Average Fuel Economy standards, and other early action measures as necessary to ensure the state is on target to achieve the GHG emissions reduction goals of AB 32. The new buildings are required to comply with the Building Energy Efficiency Standards and CALGreen. On December 24, 2017, CARB adopted the Final 2017 Climate Change Scoping Plan Update to address the new 2030 target to achieve a 40 percent reduction below 1990 levels by 2030, established by SB 32.⁶⁶ While measures in the Scoping Plan apply to state agencies and not the proposed project, the project's GHG emissions would be reduced from compliance with statewide measures that have been adopted since AB 32 and SB 32 were adopted. The proposed project would be consistent with the CARB Scoping Plan, and no impact would occur.

SCAG's Regional Transportation Plan/Sustainable Communities Strategy

In addition to AB 32, the California legislature passed SB 375 to connect regional transportation planning to land use decisions made at a local level. SB 375 requires the metropolitan planning organizations to prepare a Sustainable Communities Strategy in their regional transportation plans to achieve the per capita GHG

⁶⁶ California Air Resources Board (CARB). 2017, November. California's 2017 Climate Change Scoping Plan: The Strategy for Achieving California's 2030 Greenhouse Gas Target. https://www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf.

3. Environmental Analysis

reduction targets. For the SCAG region, the SCS was adopted in April 2016.⁶⁷ The SCS does not require that local general plans, specific plans, or zoning be consistent with the SCS, but provides incentives for consistency for governments and developers. The proposed project would provide a new school for existing and future students within the Temecula Valley Unified School District; the project would serve the local population. Serving the local community may reduce vehicle miles traveled by adding a third school to the French Valley area and providing a closer option. The proposed project would not interfere with SCAG's ability to implement the regional strategies outlined in the RTP/SCS, and no impact would occur.

3.9 HAZARDS AND HAZARDOUS MATERIALS

Would the project:

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

Less Than Significant Impact. Hazardous materials generally refers to hazardous substances that exhibit corrosive, poisonous, flammable, and/or reactive properties and have the potential to harm human health and/or the environment. Hazardous materials are used in products (e.g., household cleaners, industrial solvents, paint, pesticides) and in the manufacturing of products (e.g., electronics, newspapers, plastic products). Hazardous materials can include petroleum, natural gas, synthetic gas, acutely toxic chemicals, and other toxic chemicals that are used in agriculture, commercial, and industrial uses; businesses; hospitals; and households.

The term "hazardous materials" as used in this section include all materials defined in the California Health and Safety Code (H&SC):

A material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. "Hazardous materials" include, but are not limited to, hazardous substances, hazardous waste, and any material that a handler or the unified program agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment.⁶⁸

Some materials are designated "acutely" or "extremely" hazardous under relevant statutes and regulations.

There are no hazardous materials on the project site, which is currently vacant land and was graded in 2006 in preparation for development. As part of site preparation for a middle school, up to 14 feet of fill material was imported to the site, graded flat, then compacted.⁶⁹ Since then, a grassland community has returned.

⁶⁷ Southern California Association of Governments (SCAG). 2016, April 7. Final 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS): A Plan for Mobility, Accessibility, Sustainability, and a High Quality of Life. <http://scagtrtpscs.net/Pages/FINAL2016RTPSCS.aspx>.

⁶⁸ California Health and Safety Code, Division 20, Chapter 6.95, Article 1, Section 25501(o).

⁶⁹ Leighton Consulting, Inc. 2019, March 20. "Update Geohazard Report. Proposed Winchester STEAM Academy. NWC of Washington Street and Abelia Street. Riverside County, California".

3. Environmental Analysis

Construction

Construction of the school would likely involve the use of some hazardous materials, such as vehicle fuels, lubricants, greases, and transmission fluids in construction equipment, and paints and coatings in building construction. However, use of hazardous materials during construction would be temporary and would cease upon completion of project.

During construction and operation of the school, hazardous materials would be managed in accordance with standard TVUSD policies and practices and regulated by several agencies, including the US Environmental Protection Agency (EPA), California Department of Transportation (Caltrans), the California Department of Toxic Substances Control (DTSC), California Division of Occupational Safety and Health, County of Riverside Department of Environmental Health, and the Riverside County Fire Department.⁷⁰

Operation

Hazardous materials would be the same as at other schools in the District that currently handle, use, transport, or dispose of such materials—standard cleaning products; pesticides and herbicides; paints, fuels, and lubricants; and small volumes of hazardous wastes, such as waste paint, batteries, fluorescent lamps, mercury-containing equipment, or unused maintenance products used in association with campus janitorial, maintenance, and landscaping. Additionally, certain academic courses such as chemistry or electronics may involve small quantities of chemicals or solvents.

Most hazardous materials stored on a campus present little risk because they are generally stored in small containers (30 gallons or less) in designated areas. The amounts of hazardous materials that are handled at any one time are likewise small, reducing the potential consequences of an accident during transport, storage, or handling.

The agency requirements for operation would be incorporated into the design and operation of the school. These requirements include risk reduction methods such as: training school staff to safely contain and clean up hazardous materials spills; maintaining on-site the spill containment and cleanup supplies for hazardous materials; implementing school evacuation procedures as needed; contacting the appropriate hazardous materials emergency response agency immediately, pursuant to requirements of regulatory agencies; providing for and maintaining appropriate storage areas for hazardous materials; installing eye wash stations; and affixing appropriate warning signs and labels. Compliance with regulations is already standard practice at District schools.

Hazards to the public, the students, or the environment through the routine transport, use, or disposal of hazardous materials would be less than significant.

⁷⁰ The Riverside County Fire Department is the Certified Unified Program Agency (CUPA) for the City of Riverside; the Certified Unified Program coordinates consistent enforcement of several state and federal regulations governing hazardous materials.

3. Environmental Analysis

- 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. Accidental releases of hazardous materials have a variety of causes, including highway incidents, warehouse fires, train derailments, shipping accidents, and industrial incidents. Schools do not use significant quantities of hazardous materials. The use, handling, storage, and disposal of hazardous materials in the course of project construction and school operation would comply with TVUSD policies and practices and federal, state, and local regulations (see discussion in item (a), above). The project would not pose a substantial hazard to the public or the environment from a foreseeable accidental release of hazardous materials. Impacts would be less than significant.

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

Less Than Significant Impact. Two schools exist within 0.25 mile south of the project site: Temecula Valley Charter School and Temecula Preparatory School. Operation of construction equipment and heavy trucks during project construction would generate diesel emissions, which are considered hazardous; however, the exhaust would not be concentrated, and the project construction period would be temporary. Exposure to diesel exhaust during the construction period would not pose substantial hazards to students or staff at the schools to the south. The school operation would not generate hazardous emissions.

The project would not handle hazardous materials, substances, or waste in excess of the routine conditions discussed in item (a). Impacts would be less than significant.

- 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?**

Less Than Significant Impact. California Government Code Section 65962.5 requires that DTSC compile a list of hazardous materials sites. These lists include:

- Hazardous waste facilities subject to corrective action
- Hazardous waste discharges for which the State Water Resources Control Board (SWRCB) has issued certain types of orders
- Public drinking water wells containing detectable levels of organic contaminants
- Underground storage tanks with reported unauthorized releases
- Solid waste disposal facilities from which hazardous waste has migrated

A regulatory agency environmental database search was conducted for the project site and a 0.25-mile radius around the site. The site is listed as a DTSC school investigation for past agricultural activities. The site was

3. Environmental Analysis

used for dry farming from 1900 to 2004, when organochlorine pesticides may have been used. As part of the middle school project, a Preliminary Environmental Assessment (PEA) was prepared and found that contaminants were below health risk levels. The District received a ‘No Further Action’ finding from DTSC on September 25, 2002.⁷¹ In 2004 California Department of Education (CDE) approved the site for school use. Also, in 2006 the project site was graded in preparation for development. As part of site preparation, up to 14 feet of fill material was imported to the site, graded flat, then compacted.⁷² The project would not create a significant hazard to the public or the environment; impacts would be less than significant.

- 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 nearest public-use airport to the project site is French Valley Airport about 2.3 miles to the southwest.⁷³ The project site is outside of the French Valley Airport hazard zones and noise contours.⁷⁴ The new school would not result in a new use that would interfere with air traffic patterns or levels. Therefore, project development would not cause an aviation-related hazard to persons on the project site or surrounding area. Impacts would be less than significant.

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

No Impact. The adopted emergency response plans for the project area in effect are through the County and the District. Riverside County Emergency Management Department addresses the four phases of emergency management and emergency medical services—mitigation, preparation, response, and recovery.⁷⁵ Also, the Riverside County Fire Department (RCFD) provides fire protection and emergency medical services to the Community of French Valley, including the project site.⁷⁶ TVUSD has standard emergency response procedures for every school.

The project site is currently vacant land in an area nearing buildout of the Specific Plan development. Multiple pathways exist to access the site, and emergency access roads/fire lanes would be provided throughout the campus. The Specific Plan for the area includes a school on the project site, and emergency response plans in coordination with the County have been considered and planned. Emergency response impacts would be less than significant.

⁷¹ DTSC EnviroStor. <https://www.envirostor.dtsc.ca.gov/public/>

⁷² Leighton Consulting, Inc. 2019, March 20. “Update Geohazard Report. Proposed Winchester STEAM Academy. NWC of Washington Street and Abelia Street. Riverside County, California”.

⁷³ California Department of Transportation (Caltrans). 2019, February 13. Caltrans Aviation GIS Data. <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=32c3cbe24491427d872e2fec173a4b22>.

⁷⁴ Riverside County French Valley Airport (RCFVA). 2011, September. Neighborhood Noise Guide https://www.rcfva.com/Portals/0/Docs/FVA%20Neighborhood%20Noise%20Guide_092011.pdf

⁷⁵ Riverside County Emergency Management Department. Operational Area Emergency Response Plan. <https://www.rivcoemd.org/OA>

⁷⁶ Riverside County Fire Department. <http://www.rvcfire.org/Pages/default.aspx>

3. Environmental Analysis

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Less Than Significant Impact. The site is within a Local Responsibility Area (LRA) and is not in a Very High Fire Hazard Severity Zone (FHSZ); the site is identified as 'LRA Unzoned' and is not considered a fire risk⁷⁷ (see Section 3.20, *Wildfire*, for detailed analysis). The site is adjacent to a moderate fire hazard severity zone in a State Responsibility Area directly to the east of Washington Street and a Very High FHSZ in the LRA to the west (hilly open space area).⁷⁸

Also, the District would comply with the California Building Code, California Fire Code, DSA, CDE, Riverside County Fire Department, and the Riverside County Fire Code. The project would not expose people or structures to significant risk from wildfires. Impacts would be less than significant.

3.10 HYDROLOGY AND WATER QUALITY

Would the project:

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less Than Significant Impact. A significant impact would occur if the project discharges water that does not meet the quality standards of the State Water Resources Control Board, which regulates surface water quality and water discharge into stormwater drainage systems.

New construction projects can result in two types of water quality impacts: (1) short-term impacts from discharge of soil through erosion, sediments, and other pollutants during construction; eroded material is eventually deposited into our coastal waters where it remains suspended in the water for some time, constituting a pollutant and altering the normal balance of plant and animal life; and (2) long-term impacts from impervious surfaces (buildings, roads, parking lots, and walkways) that prevent water from being absorbed/infiltrated into the ground, thereby increasing the pollutants in stormwater runoff. Impervious surfaces can increase the concentration of pollutants, such as oil, fertilizers, pesticides, trash, soil, and animal waste, in stormwater runoff. Runoff from short-term construction and long-term operation can flow directly into lakes, local streams, channels, and storm drains and eventually be released untreated into the ocean.

Surface Water

Construction Phase

Construction projects of one acre or more are regulated under the NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2012-0006-DWQ) issued by the State Water Resources Control Board. Project applicants obtain coverage by developing and

⁷⁷ California Department of Forestry and Fire Prevention (CAL FIRE). Fire and Resource Assessment Program (FRAP). 'Very High Fire Hazard Severity Zones in LRA.' September 20, 2007. https://frap.fire.ca.gov/media/6425/fhszl06_1_map60.pdf

⁷⁸ California Department of Forestry and Fire Prevention (CAL FIRE). Fire and Resource Assessment Program (FRAP). 'Very High Fire Hazard Severity Zones in LRA.' September 20, 2007. https://frap.fire.ca.gov/media/6425/fhszl06_1_map60.pdf

3. Environmental Analysis

implementing a SWPPP, estimating pollutants from construction activities to receiving waters, and specifying BMPs that would be incorporated into the construction plan to minimize stormwater pollution. Project construction would be subject to the Statewide Construction General Permit and implementation of BMPs specified in the SWPPP. Construction phase impacts would be less than significant.

Operation Phase

After completion of the project, ground surfaces would be either hardscape or maintained landscaping, and no large areas of exposed soil would be left to erode off the campus. The project would alter the composition of surface runoff by creating impervious surfaces (driveways, parking lots, walkways, and buildings). The project civil engineer would prepare Site Design and Structural BMPs to retain and filter stormwater prior to discharge into storm drains. Project operation would not conflict with water quality regulations and would not discharge increased stormwater runoff or pollutants. Operation impacts would be less than significant.

Groundwater

The Temecula Valley Groundwater Basin spans 137 square miles in the southwestern-most part of Riverside County.⁷⁹ Groundwater management is divided into three areas, each managed by a separate agency: The Eastern Municipal Water District (EMWD) in the northeast part of the Basin; the Western Municipal Water District in the northwest part of the Basin; and the Rancho California Water District in the southern part of the Basin. The project site is in EMWD's Skinner Service Area. EMWD does not pump water from the Basin; part of its water supplies is groundwater from the San Jacinto Groundwater Basin to the north.^{80,81} Water supplies for this area are imported from the Colorado River and northern California.⁸² Project construction and operation would not involve activities that could impact groundwater quality. Impacts on groundwater quality would be less than significant.

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

Less Than Significant Impact. The project site is over the Temecula Valley Groundwater Basin. The site is vacant land and does not provide intentional groundwater recharge. The project does not include new groundwater wells that would extract groundwater from the aquifer. Construction and operation of the school improvements would not lower the groundwater table or deplete groundwater supplies. Therefore, the project would not interfere with groundwater recharge. Impacts would be less than significant.

⁷⁹ Department of Water Resources (DWR). 2004. Temecula Valley Groundwater Basin.

https://water.ca.gov/LegacyFiles/pubs/groundwater/bulletin_118/basindescriptions/9-5.pdf.

⁸⁰ Eastern Municipal Water District (EMWD). 2018, July. Your 2017 Water Quality: Consumer Confidence Report.

<https://www.emwd.org/sites/main/files/file-attachments/ewwd2017ccr.pdf>.

⁸¹ Eastern Municipal Water District (EMWD). 2016, June. 2015 Urban Water Management Plan.

<https://www.emwd.org/post/urban-water-management-plan>.

⁸² Eastern Municipal Water District (EMWD). 2018, September 6. Capital Improvement Program Annual Report – 2017/18.

https://www.google.com/url?sa=t&rct=j&q=&esrc=s&source=web&cd=4&cad=rja&uact=8&ved=2ahUKEwjw18XDib_gAhWS0J8KHZDEAC0QFjADegQIABAC&url=https%3A%2F%2Fboard.emwd.org%2FCitizens%2FFileOpen.aspx%3FType%3D4%26ID%3D6670%26MeetingID%3D1523&usg=AOvVaw1huXp5zLbXVbj2wT5fp1Pc.

3. Environmental Analysis

- 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 a substantial erosion or siltation on- or off-site?**

Less Than Significant Impact. The project site is located within the boundaries of the Riverside County Flood Control and Water Conservation District's (RCFCWCD) Murrieta Master Area Drainage Plan, within the Warm Springs Valley Sub-watershed. The drainage and flood control facilities and improvements within the Specific Plan area have been constructed in compliance with RCFCWCD's requirements, utilizing the streets, open channels (turf and concrete-lined), and underground storm drains to carry storm water. Upon project completion, drainage from the campus would be captured on-site and continue to be conveyed to existing storm drains, and ultimately to the Santa Ana River and out to the Pacific Ocean.

The site is vacant land and was graded and compacted in 2006. There are no streams or rivers on-site. A site-specific drainage improvement plan would be prepared by a registered professional engineer prior to grading. Although the proposed project would alter the current drainage pattern, construction of storm drains would be per RCFCWCD standards. Adherence to the required permitting procedures is required, including the NPDES permit that specifies BMPs for temporary erosion control. The proposed project would not have significant on- or off-site impacts.

- ii) **Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?**

Less Than Significant Impact. The project site is graded, vacant land. Development of the proposed project would result in the conversion of permeable to impermeable surface through the construction of building structures and the placement of asphalt and concrete pavement, thereby reducing the project site's current rate of absorption and increasing the volume of surface water runoff. However, in addition to permeable landscaping throughout the site, the proposed school would install underground drainage systems that would provide sufficient capacity to manage the level of water runoff anticipated upon the completion of construction. The proposed project would connect to the existing stormwater drainage system. Implementation of the proposed project would not result in on- or off-site flooding.

- 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?**

Less Than Significant Impact. The proposed project is part of the Specific Plan's planned development for the area, and as such, project operational uses are accounted for in the surrounding stormwater infrastructure. Utilizing BMPs and LID as specified in Section 3.10a, providing underground drainage systems to serve the project site and connect to existing infrastructure, and including permeable landscaping throughout the project site would ensure that runoff water would not exceed the capacity of existing stormwater drainage systems. Runoff water from the proposed school would be directed to the water retention basin on the southwestern corner, where the runoff water would be filtered before entering Murrieta Creek and the Santa Margarita River. No urban runoff would be discharged directly into the

3. Environmental Analysis

retention basin without first flowing through a debris rack or similar filter and again filtered naturally by the water retention basin. Runoff water generated by the proposed school would be typical of urban development and would not exceed the capacity of planned stormwater drainage systems or provide a substantial additional source of polluted runoff. Impacts would be less than significant.

iv) Impede or redirect flood flows?

Less Than Significant Impact. The project site is located on Federal Emergency Management Agency (FEMA) unprinted flood insurance rate map panel 06065C2730G. The area is classified as Zone D, indicating there are possible but undetermined flood hazards and that no analysis of flood hazards have been conducted.⁸³ A small portion in the southern part of the project site is mapped in a 100-year floodplain by the California Office of Emergency Services.⁸⁴ The project site is not within a mapped flood zone.⁸⁵ Development of the proposed project would not impede or redirect flood flows within a 100-year flood area. Impacts would be less than significant.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Less Than Significant Impact. There would be no pollutant release risk at the project site due to inundation in any flood, tsunami or seiche zones. Impacts would be less than significant.

Flood Hazard Zones

A small portion in the southern part of the project site is mapped in a 100-year floodplain by the California Office of Emergency Services.⁸⁶ That part of the site is currently at an elevation of about 1,439 to 1,448 feet above mean sea level (amsl). That part of the site was at an elevation of about 1,420 to 1,430 or 1,435 feet amsl on a 1990 topographic map made before the mass grading done in 2006.⁸⁷ Therefore, the floodplain may not reflect the change in elevation made during the grading. There are concrete drains next to the west project site boundary that were installed around the end of the 2006 mass grading. The project site is not within a mapped flood zone or an inundation zone.⁸⁸ No hazards due to flooding are present on the project site.

Tsunami Zones

Tsunamis are a type of earthquake-induced flooding produced by large-scale sudden disturbances of the sea floor. Tsunami waves interact with the shallow sea floor when approaching a landmass, resulting in an increase

⁸³ Federal Emergency Management Agency (FEMA). Flood Map Service Center. <https://msc.fema.gov/portal/home>

⁸⁴ California Office of Emergency Services (CalOES). 2019, February 13. MyHazards. <http://myhazards.caloes.ca.gov/>.

⁸⁵ Riverside County. 2016, December 6. Riverside County General Plan Safety Element. 100- and 500-Year Flood Hazard Zones Map. https://planning.rctlma.org/Portals/14/genplan/general_Plan_2017/elements/OCT17/Ch06_Safety_DEC2016.pdf?ver=2017-10-06-093651-757

⁸⁶ California Office of Emergency Services (CalOES). 2019, February 13. MyHazards. <http://myhazards.caloes.ca.gov/>.

⁸⁷ Nationwide Environmental Title Research, LLC (NETR). 2019, February 13. Historic aerial photographs. [Historicaerials.com](http://historicaerials.com).

⁸⁸ Riverside County. 2016, December 6. Riverside County General Plan Safety Element. 100- Year Flood Hazard Zone Map AND Dam Failure Inundation Zone map. https://planning.rctlma.org/Portals/14/genplan/general_Plan_2017/elements/OCT17/Ch06_Safety_DEC2016.pdf?ver=2017-10-06-093651-757

3. Environmental Analysis

in wave height and a destructive wave surge into low-lying coastal areas. The project site is at an elevation of about 1,440 to 1,465 feet amsl and about 30 miles from the ocean; thus is not at risk of tsunami inundation.

Seiche Zones

A seiche is a surface wave created when a body of water is shaken, usually by earthquake activity. There are no surface water bodies close enough to the project site to pose a seiche flood hazard to the site. Project development would not risk release of pollutants due to a seiche.

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

No Impact. There is no sustainable groundwater management plan for the Temecula Valley Groundwater Basin (Basin). The school project would comply with water quality regulations and would not obstruct implementation of any water quality control plans.⁸⁹ Project development would not conflict with a sustainable groundwater management plan. No impact would occur.

3.11 LAND USE AND PLANNING

Would the project:

a) Physically divide an established community?

No Impact. Project development would not physically divide or disrupt the arrangement of an established community. The project site is currently vacant and is surrounded by school uses to the south; by vacant land to the east across Washington Street, to be developed into medium-density housing; by single-family residences to the north and southwest; and by designated open space to the west. No impact would occur.

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?

No Impact. Project development would not conflict with land use policies for the project site. The General Plan land use designation for the project site is MDR, Medium Density Residential, which permits single-family residential development at densities from two to five units per acre.⁹⁰ The project site is zoned SP [Winchester 1800 Specific Plan]; the land use designation for the site under the Specific Plan is Public Facilities, which permits schools. The project site was identified for school development in the Winchester 1800 SP, and the proposed project would not alter any land use designations or policies. No impact would occur.

⁸⁹ Department of Water Resources (DWR). 2004. Temecula Valley Groundwater Basin. https://water.ca.gov/LegacyFiles/pubs/groundwater/bulletin_118/basindescriptions/9-5.pdf.

⁹⁰ Riverside County Information Technology (RCIT). 2019, February 14. MapMyCounty. https://gis.countyofriverside.us/Html5Viewer/?viewer=MMC_Public.

3. Environmental Analysis

3.12 MINERAL RESOURCES

Would the project:

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

Less Than Significant Impact. The project site is mapped Mineral Resource Zone 3 by the California Geological Survey, indicating that the area contains minerals of unknown significance.⁹¹ The nearest active mine to the project site mapped by the Office of Mine Reclamation is the East Benton Pit sand and gravel mine about five miles to the southeast.⁹² There are no known mineral resources valuable to the region on-site, and project development would not cause a loss of availability of such resources. Impacts would be less than significant.

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

No Impact. The Riverside County General Plan does not identify important mineral resources on or near the project site.⁹³ Project development would not cause a loss of availability of mineral resources identified in the County's General Plan, and no impact would occur.

3.13 NOISE

Noise and vibration background, local regulatory information, and noise modeling data are included as Appendix C of this Initial Study.

Would the project 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?

Less Than Significant Impact. Noise is defined as sound that is loud, unpleasant, unexpected, or otherwise undesirable. Excessive noise is known to have adverse effects on people, including hearing loss, speech and sleep interference, physiological responses, and annoyance. Based on these known adverse effects, the federal government, State, County, and City have established criteria to protect public health and safety and to prevent the disruption of certain human activities.

⁹¹ California Geological Survey (CGS). 2014. Updated Mineral Land Classification Map for Portland Cement Concrete-Grade Aggregate in the Temescal Valley Production Area, Riverside County, CA.
ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sr/sr_231/TemescalValley_MRZ_Plate1.pdf.

⁹² Office of Mine Reclamation (OMR). 2019, February 14. Mines Online. <http://maps.conservation.ca.gov/mol/>.

⁹³ Riverside County. 2015, December 8. Riverside County General Plan Multipurpose Open Space Element.
https://planning.rctlma.org/Portals/14/genplan/general_Plan_2017/elements/OCT17/Ch05_MOSE_120815.pdf?ver=2017-10-11-102103-833.

3. Environmental Analysis

Noise Standards

State Regulations

The State of California regulates freeway noise, sets standards for sound transmission, provides occupational noise control criteria, identifies noise standards, and provides guidance for local land use compatibility. State law requires that each county and city adopt a general plan that includes a noise element which is to be prepared according to guidelines adopted by the Governor's Office of Planning and Research. The purpose of the noise element is to "limit the exposure of the community to excessive noise levels."

CALGreen. The California Green Building Standards Code (CALGreen) has requirements for insulation that affect exterior-interior noise transmission for non-residential structures. Pursuant to CALGreen Section 5.507.4, Acoustical Control, within a 65 dBA⁹⁴ CNEL⁹⁵ or L_{dn}⁹⁶ noise contour of an airport, freeway or expressway, railroad, industrial source or fixed-guideway source, a project must use either the prescriptive or performance method to ensure acceptable interior exposure. Under the prescriptive method, wall and roof-ceiling assemblies exposed to the noise source making up the building or addition envelope or altered envelope shall meet a composite sound transmission class (STC) rating of at least 50 or a composite outdoor-indoor transmission class (OITC) rating of no less than 40, with exterior windows of a minimum STC of 40 or OITC of 30. Where noise contours are not readily available, buildings exposed to a noise level of 65 dBA L_{eq}⁹⁷ during any hour of operation shall have building, addition or alteration exterior wall and roof-ceiling assemblies exposed to the noise source meeting a composite STC rating of at least 45 (or OITC 35), with exterior windows of a minimum of STC 40 (or OITC 30). Under the performance method, wall and roof-ceiling assemblies shall be constructed to provide an interior noise environment that does not exceed an hourly L_{eq} of 50 dBA.

California Department of Education, Title 5. Under Title 5, the California Department of Education (CDE) regulations require public school districts to consider noise in the site selection process. As recommended by CDE guidance, if a school district is considering a potential school site near a freeway or

⁹⁴ A Weighted Decibel (dBA). An overall frequency-weighted sound level in decibels which approximates the frequency response of the human ear.

⁹⁵ Community Noise Equivalent Level (CNEL). The energy average of the A-weighted sound levels occurring during a 24-hour period, with 5 dB added to the A-weighted sound levels occurring during the period from 7 PM to 10 PM and 10 dB added to the A-weighted sound levels occurring during the period from 10 PM to 7 AM. For general community/environmental noise, CNEL and L_{dn} values rarely differ by more than 1 dB. As a matter of practice,

⁹⁶ Day-Night Level (L_{dn} or DNL). The energy average of the A weighted sound levels occurring during a 24 hour period, with 10 dB added to the A weighted sound levels occurring during the period from 10 PM to 7 AM.

⁹⁷ Equivalent Continuous Noise Level (L_{eq}); also called the Energy-Equivalent Noise Level. The value of an equivalent, steady sound level which, in a stated time period (often over an hour) and at a stated location, has the same A-weighted sound energy as the time-varying sound. Thus, the Leq metric is a single numerical value that represents the equivalent amount of variable sound energy received by a receptor over the specified duration.

3. Environmental Analysis

other source of noise, it should hire an acoustical engineer to determine the level of sound that the site is exposed to and to assist in designing the school should that site be chosen.

County of Riverside Regulations

The Noise Element of the County of Riverside General Plan states that new school uses are “Normally Acceptable” in noise environments of up to 70 dBA CNEL for exterior uses.⁹⁸ For new building construction, school uses are “Conditionally Acceptable” in noise environments between 60 dBA and 70 dBA CNEL.

The County of Riverside regulates and enforces noise standards through Municipal Code Chapter 9.52, *Noise Regulation*.⁹⁹ The County limits exterior noise levels from exceeding established limits during daytime and nighttime hours. Standards are summarized below in Table 9.

Table 9 County of Riverside Exterior Noise Standards

General Plan Foundation Component	General Plan Land Use Designation	Maximum Decibel Level (dBA Lmax)	
		7:00 AM – 10:00 PM	10:00 PM – 7:00 AM
Community Development	Residential ¹	55	45
	Commercial ²	65	55
	Light Industrial	75	55
	Heavy Industrial	75	75
	Business Park	65	45
	Public Facility	65	45
	Specific plan Residential	55	45
	Specific Plan Commercial	65	55
	Specific Plan Light Industrial	75	55
	Specific Plan Heavy Industrial	75	75
Rural Community	Estate Density Residential	55	45
	Very Low Density Residential		
	Low Density Residential		
Rural	Rural Residential	45	45
	Rural Mountainous		
	Rural Desert		
Agriculture	Agriculture	45	45
Open Space	Conservation	45	45
	Conservation Habitat		
	Recreation		
	Rural		
	Watershed		
	Mineral Resources	75	45

⁹⁸ Riverside, County of. December 2015. County of Riverside General Plan. <https://planning.rctlma.org/Zoning-Information/General-Plan>.

⁹⁹ Riverside County. May 2019. County of Riverside Municipal Code. https://library.municode.com/ca/riverside_county/codes/code_of_ordinances?nodeId=TTT9PUPEMOWE_CH9.52NORE.

3. Environmental Analysis

Source: County of Riverside Municipal Code, Chapter 9.52 – Noise Regulation, Section 9.52.040

1 Estate Density Residential, Very Low Density Residential, Low Density Residential, Medium Density Residential, Medium High Density Residential, High Density Residential, Very High Density Residential, Highest Density Residential

2 Retail Commercial, Office Commercial, Tourist Commercial, Community Center

The County exempts the following from the exterior noise standards:

- Public or private schools and school-sponsored activities;
- Private construction projects located within one-quarter of a mile from an inhabited dwelling, provided that:
 - Construction does not occur between the hours of 6:00 PM and 6:00 AM during the months of June through September, and
 - Construction does not occur between the hours of 6:00 PM and 7:00 AM during the months of October through May.
- Property maintenance, including, but not limited to, the operation of lawnmowers, leaf blowers, etc., provided such maintenance occurs between the hours of 7:00 a.m. and 8:00 PM.; and
- Heating and air conditioning equipment;

The County of Riverside’s Municipal Code does not establish construction noise level thresholds. Therefore, for the purposes of this analysis, the Federal Transit Administration (FTA) threshold of 80 dBA $L_{eq}(8hr)$ is used to assess construction noise impacts.¹⁰⁰

Vibration Standards

The County of Riverside’s Municipal Code does not establish vibration thresholds. Therefore, for the purposes of this analysis, the FTA threshold of 0.2 inches/second (in/sec) peak particle velocity (PPV) will be used to assess vibration impacts at non-engineered structures (e.g., wood-frame residential).¹⁰¹

Existing Noise Environment

Existing Noise Environment. The project site is in unincorporated area of Riverside County. Existing ambient noise levels are consistent with a typical suburban or semirural community. Traffic noise modeling using the Federal Highway Administration (FHWA) traffic noise prediction model indicates that existing ambient noise levels are 68 dBA CNEL within 50 feet of Washington Street (nearest travel lane centerline) and 66 dBA CNEL within 50 feet of Abelia Street (nearest travel lane centerline) in the project area. Beyond approximately 80 feet from Washington Street and 55 feet from Abelia Street, ambient noise levels are estimated to be 65 dBA CNEL or less.

Sensitive Receptors. Certain land uses are particularly sensitive to noise and vibration. These uses include residences, schools, hospital facilities, houses of worship, and open space/recreation areas where quiet environments are necessary for the enjoyment, public health, and safety of the community. The site is partially bounded by residential uses to the west and north. Temecula Preparatory School and Temecula Valley Charter

¹⁰⁰ Federal Transit Administration (FTA). 2018, September. *Transit Noise and Vibration Impact Assessment*.

¹⁰¹ Federal Transit Administration (FTA). 2018, September. *Transit Noise and Vibration Impact Assessment*.

3. Environmental Analysis

School are to the south across Abelia Street. The primary noise source in the project vicinity is traffic on local roadways. Aircraft flyovers occasionally contribute to the ambient noise environment.

The generation of project-related noise and vibration would occur over the short-term during construction activities and long-term during operation of the project.

Construction Noise

Construction would occur in two phases. Phase 1 construction is anticipated to start in Q1-2020 and would take approximately 18 months to complete. Phase 2 would begin approximately 2 years after the completion of Phase 1 and is expected to take approximately 12 months to complete. The entire project would be completed around Q3-2024. Construction equipment for the proposed project would include graders, excavators, tractors, loaders, backhoes, forklifts, air compressors, dozers, and trucks.¹⁰²

Two types of short-term noise could occur: (1) mobile-source noise from transport of workers, material deliveries, and debris and soil haul, and (2) stationary-source noise from construction equipment.

Construction Vehicles

Construction staging (i.e., storage of equipment and materials, parking for workers) would be on the property. The transport of workers and materials to and from the construction site would incrementally increase noise levels along school access roadways. Individual construction vehicle pass-bys may create momentary noise levels of up to approximately 85 dBA L_{max} at 50 feet from the worker and vendor vehicles and haul trucks.

The maximum number of the haul trips would occur during debris hauling from the initial site clearance, with about five trips per day. The truck trips would be spread out throughout the workday and would generally occur during nonpeak traffic periods. Haul trips would generally be infrequent (approximately 5 per day) and for a short duration as loaded trucks drive past homes. Therefore, noise impacts from construction haul trips would be less than significant.

The maximum number of the worker and vendor trips would occur during building construction, with about 74 trips per day.¹⁰³ Site access would be from Washington Street and Abelia Street. Existing average daily traffic (ADT) volumes range from 3,800 to 9,900 (see Table 10). When vendor and worker trips are added to existing ADT volumes, traffic noise would result in a temporary noise increase of 0.1 dBA CNEL or less. An increase of 0.1 dBA would not be perceptible and would be less than significant.

Table 10 Existing Average Daily Traffic Volumes

Segment	ADT
Washington Street, Cottonwood Road to Abelia Street	7,600
Washington Street, Abelia Street to Benton Road	9,900
Abelia Street, Winchester Road to Geranium Street	4,900

¹⁰² Harris, Cyril M. 1998. Handbook of Acoustical Measurements and Noise Control. 3rd edition. Woodbury, NY: Acoustical Society of America.

¹⁰³ Based on CalEEMod modeling for construction-related air quality analysis.

3. Environmental Analysis

Table 10 Existing Average Daily Traffic Volumes

Segment	ADT
Abelia Street, Geranium Street to Charlois Road	3,800
Abelia Street, Charlois Road to School Site	4,800
Abelia Street, School Site to Washington Street	4,100

Source: Garland Associates. July 2019. *Traffic Impact Analysis for the Proposed Temecula Valley K-8 STEAM School*

Construction Equipment

Noise generated by onsite construction equipment is based on the type of equipment used, its location relative to sensitive receptors, and the timing and duration of noise-generating activities. Each stage of construction involves different kinds of equipment and has distinct noise characteristics. Noise levels from construction activities are typically dominated by the loudest several pieces of equipment. The dominant equipment noise source is typically the engine, although work-piece noise (such as dropping of materials) can also be noticeable.

The noise produced at each construction stage is determined by combining the L_{eq} contributions from each piece of equipment used at a given time, while accounting for the ongoing time-variations of noise emissions (commonly referred to as the usage factor). Heavy equipment, such as a dozer or a loader, can have maximum, short-duration noise levels of up to 85 dBA at 50 feet. However, overall noise generated and receptor noise levels vary considerably depending on the specific activity, distance-based noise attenuation, the number and type of equipment, and the load and engine size. Noise levels from project-related construction activities were calculated based on the simultaneous use of all applicable construction equipment at spatially averaged distances (i.e., from the acoustical center of the entire construction area) to the property line of the nearest receptors. This method is used because the area around the center of construction activities best represents the potential average construction-related noise levels at the various sensitive receptors.

Phase 1 Receptors

The nearest sensitive receptors are single-family homes to the west and the north. The Temecula Valley Charter and Preparatory schools are located across Abelia Street to the south. For the existing charter and preparatory schools, noise is evaluated in terms of exterior and interior noise levels.

The expected construction equipment mix was categorized by construction activity using the FHWA Roadway Construction Noise Model (RCNM).¹⁰⁴ The associated, aggregate sound levels—grouped by construction activity—are summarized in Table 11. As shown, construction-related noise levels would not exceed the 80 dBA L_{eq} threshold at the nearest sensitive receptors.

¹⁰⁴ Federal Highway Administration (FHWA). 2006, January. FHWA Roadway Construction Noise Model (RCNM) User's Guide. FHWA-HEP-05-051. DOT-VNTSC-FHWA-05-01. Prepared by US Department of Transportation, Research and Innovative Technology Administration, John A. Volpe National Transportation Systems Center (Acoustics Facility).

3. Environmental Analysis

Table 11 Phase 1 Construction Noise

Construction Activity	Nearest Sensitive Receptors		
	Residential uses to west (780 feet) dBA L _{eq}	Temecula Valley Charter and Preparatory Schools (800 feet or greater) dBA L _{eq}	
		Exterior	Interior ^a
Site Preparation	61	61	36
Grading	63	63	38
Building Construction	60	60	35
Asphalt Paving	63	63	38
Architectural Coating	50	50	25

Notes: Calculations performed with the FHWA's RCNM software are included in Appendix C. Distance measurements were taken using Google Earth Pro (2019) from the acoustical center of Phase 1 construction site.

Decibels rounded to the nearest whole number.

^a Assumes a reduction of 25 dBA with windows and any other openings from the classroom such as doors leading directly outdoors completely closed.

In addition, interior noise levels are considered for noise impacts on school classrooms. Speech interference is considered to be intolerable when background noise levels exceed 60 dBA. As shown in Table 12, interior noise levels are estimated to be 38 dBA L_{eq} or less. Construction noise impacts would be less than significant.

Phase 2 off-site Receptors

Phase 2 would begin two years after the completion of Phase 1 and would last about 12 months. The expected construction equipment mix would be similar to Phase 1 construction. As shown, construction-related noise levels would not exceed the 80 dBA L_{eq} threshold at the nearest sensitive receptors.

Table 12 Phase 2 Off-Site Construction Noise

Construction Activity	Nearest Sensitive Receptors		
	Residential uses to west (320 feet) dBA L _{eq}	Temecula Valley Charter and Preparatory Schools (460 feet or greater) dBA L _{eq}	
		Exterior	Interior ^a
Site Preparation	68	65	40
Grading	70	67	42
Building Construction	67	64	39
Asphalt Paving	70	67	42
Architectural Coating	57	54	29

Notes: Calculations performed with the FHWA's RCNM software are included in Appendix C. Distance was measured using Google Earth Pro (2019) from the acoustical center of Phase 2 construction site.

Decibels rounded to the nearest whole number.

^a Assumes a reduction of 25 dBA with windows and any other openings from the classroom such as doors leading directly outdoors closed.

The nearest sensitive receptors for Phase 2 are the single-family homes to the west; the next closest would be Charter and Preparatory schools to the south. As shown in Table 12, construction noise would not exceed the 80 dBA L_{eq(8hr)} threshold at the residences. Exterior noise at the schools to the south would not exceed the 80 dBA L_{eq(8hr)}. Interior noise levels are estimated to be 42 dBA L_{eq} or less. Construction noise impacts would be less than significant.

3. Environmental Analysis

Phase 2 On-Site

During Phase 2, the middle school (grades 6-8) would be operational. The nearest on-site receptor (classrooms) from the acoustical center of Phase 2 construction would be Building B. Table 13 summarizes exterior and interior noise levels at Building A during Phase 2 construction activities. Interior noise levels would not exceed 45 dBA; therefore, impacts to on-site students would be less than significant.

Table 13 Phase 2 On-Site Construction Noise

Construction Activity	Nearest Sensitive Receptors, Building B (330 feet) dBA L _{eq}	
	Exterior Levels	Interior Levels ^a
Site Preparation	68	43
Grading	70	45
Building Construction	67	42
Asphalt Paving	70	45
Architectural Coating	57	32

Notes: Calculations performed with the FHWA's RCNM software are included in Appendix C. Distance was measured using Google Earth Pro (2019) from the acoustical center of Phase 2 construction site.
Decibels rounded to the nearest whole number.
^aAssumes a reduction of 25 dBA with windows and any other openings from the classroom such as doors leading directly outdoors closed.

Operational Noise

Traffic Noise

Noise increases can be divided into three categories: audible, potentially audible, and inaudible. "Audible" increases are perceptible to humans. They generally refer to a change of 3 dBA or more since this level has been found to be the threshold of perceptibility in exterior environments. "Potentially audible" refers to a change in noise level between 1 and 3 dBA. Changes in noise level of less than 1 dBA are typically "inaudible" to humans except under quiet conditions in controlled environments. Only "audible" changes in noise levels at sensitive receptor locations (i.e., 3 dBA or more) are considered potentially significant. An increase of 3 dBA CNEL is used as a threshold for a substantial traffic noise increase. A doubling of traffic flows (i.e., 10,000 vehicles per day to 20,000 per day) would be needed to create a 3 dBA CNEL increase in traffic-generated noise levels.

The ADT volumes along roadways in the project area were used to determine the project-related permanent and cumulative traffic noise level increase. This analysis compares the 2025 with Project ADT compared to Existing ADT for cumulative increase. The cumulative noise increase was estimated to be 1.8 dBA CNEL or less along all study roadway segments. Since the permanent noise level increase from project-generated traffic would be less than 3 dBA, the proposed project would not cause a substantial permanent noise level increase at surrounding noise-sensitive receptors. Therefore, in the project-related traffic noise would be less than significant.

3. Environmental Analysis

Stationary Noise

Mechanical Equipment

The loudest mechanical equipment at the school would be the heating, ventilation, and air conditioning equipment (HVAC). The nearest receptor to the HVAC equipment (Building F) is a residence approximately 100 feet west.¹⁰⁵ Typical HVAC equipment generates noise levels up to 72 dBA at distance of 3 feet. At 100 feet HVAC noise would attenuate to 42 dBA or less. This would be below the County noise standards of 55 dB L_{max} daytime and 45 dB L_{max} nighttime. Additionally, HVAC noise is exempt under Section 9.52.020, *Exemptions* in the County of Riverside Municipal Code. This impact would be less than significant.

Student Recreational Noise

The school would have playfields on the north end of the site. Playfields would not be lighted, so their use would be limited to daylight hours during the week and weekend. Playfields would not have amplified sound. Noise associated with school athletic programs and recreational activities would not substantially increase ambient noise levels. Sensitive receptors to the north currently have approximately 6-foot high block walls that would further attenuate noise from the playfields. Additionally, Section 9.52.020, *Exemptions* in the County of Riverside Municipal Code, sound emanating from public schools are exempt from Chapter 9.52 *Noise Regulation*. Therefore, noise impacts would be less than significant.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact.

Operational Vibration

Typically, land uses that result in vibration impacts are industrial businesses that use heavy machinery, or operation of large trucks over uneven surfaces. The project involves a new school and would not generate significant vibration-generating activities during ongoing operations. Therefore, no operational vibration impacts would occur.

Construction Vibration

Construction activities can generate varying degrees of ground vibration, depending on the construction procedures and equipment. Operation of construction equipment generates vibrations that spread through the ground and diminish with distance from the source. The effect on buildings in the vicinity of the construction site varies depending on soil type, ground strata, and receptor-building construction. The effects from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight structural damage at the highest levels. Vibration from construction activities rarely reaches levels that can damage structures.

For reference, a vibration level of 0.2 inches per second peak particle velocity (in/sec PPV) is used as the limit for nonengineered timber and masonry buildings (which would apply to the school and residential buildings).¹⁰⁶

¹⁰⁵ As measured from the edge of proposed Building F to property line at 100 horizontal feet; however, this measurement does not account for vertical distance as the house is at a higher elevation.

¹⁰⁶ FTA category “non-engineered timber and masonry buildings”

3. Environmental Analysis

Damage from vibrational energy is typically a one-time event and is most likely to occur when the source and receptor are very close. Vibration levels may exceed 0.2 PPV in/sec if a vibratory roller is operated within approximately 25 feet of the receiving structure, or when large bulldozers or loaded trucks are operated at distances closer than 15 feet.

Phase 1

During Phase 1, the nearest structures are residences to the west and the Charter and Preparatory schools to the south. Both structures are beyond 25 feet and therefore impacts would be less than significant.

Phase 2 Off-Site

The nearest structures construction area where a vibratory roller may be used are homes to the west, approximately 40 feet from the school fire lane. At that distance, vibration levels would be less than the significant (see Table 14). The nearest school building across Abelia Street is approximately 150 feet; therefore, vibration impacts would be less than significant.

Table 14 Typical Construction Equipment Vibration Levels

Equipment	PPV (in/sec) at 25 feet	Off-Site PPV (in/sec) at 40 feet
Vibratory Roller	0.210	0.104
Large Bulldozer/Hoe Ram	0.089	0.044
Loaded Trucks	0.076	0.038
Jackhammer	0.035	0.0017
Small Bulldozer	0.003	0.001

Source: Federal Transit Administration, 2018. Transit Noise and Vibration Impact Assessment, September.
PPV – peak particle velocity measured in inches/second

Groundborne Noise

Construction-related groundborne noise occurs mainly from the powered mechanical equipment for rock breaking/drilling works (such as hydraulic breaker, rock drill, pile driving rig, etc.) and tunnel boring machine. Operation-related groundborne noise occurs when trains operate in tunnels that are close to occupied buildings. Vibrations associated with pass-by trains can be transmitted through ground and structures and be radiated as noise in the occupied spaces within the structure.

The project does not include activities or equipment that would generate substantial construction or operational groundborne noise. No impacts would occur.

3. Environmental Analysis

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

No Impact. The nearest public-use airport to the project site is French Valley Airport about 2.3 miles to the southwest.¹⁰⁷ The project site is outside of the French Valley Airport hazard zones and noise contours.¹⁰⁸¹⁰⁹ The new school would not result in a new use that would interfere with air traffic patterns or levels. The project would not expose people to excessive noise levels. No impacts would occur.

3.14 POPULATION AND HOUSING

Would the project:

- 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)?**

No Impact. Project development would not develop housing. Additionally, the project site is designated in the Specific Plan as a Public Facility, and surrounding residential land uses currently exist. The project would support the Specific Plan population growth and would not induce population growth in the area. New roads, expanded utility lines, and housing that could induce population growth would not be constructed or be required as part of the school project. No impacts related to population growth would occur.

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

No Impact. No people or housing would be displaced, and no replacement housing would be required. No housing impacts would occur.

3.15 PUBLIC SERVICES

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

¹⁰⁷ California Department of Transportation (Caltrans). 2019, February 13. Caltrans Aviation GIS Data. <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=32c3cbe24491427d872c2fec173a4b22>.

¹⁰⁸ AirNav.com. 2019. Airports. <https://www.airnav.com/airports/>.

¹⁰⁹ Riverside County French Valley Airport (RCFVA). 2011, September. Neighborhood Noise Guide https://www.rcfva.com/Portals/0/Docs/FVA%20Neighborhood%20Noise%20Guide_092011.pdf

3. Environmental Analysis

a) Fire protection?

Less Than Significant Impact. The Riverside County Fire Department (RCFD) provides fire protection and emergency medical services to the Community of French Valley, including the project site.¹¹⁰ The closest RCFD station to the project site is Station 83 at 37500 Sky Canyon Drive (at French Valley Airport), about 3.2 miles to the southwest.¹¹¹ RCFD operations are funded mostly through the County's General Fund, which consists of revenues mostly from the state and federal governments and charges for services. The County of Riverside charges Development Impact Fees—which fund site acquisition, construction, and expansion of a variety of public facilities, including fire facilities—for projects in unincorporated areas (such as the Winchester 1800 Specific Plan residential development).

School facilities accommodate growth but do not induce growth. Students who would attend the proposed school either already live in the District or would be part of the projected population growth in the District. The project would not require construction of new or expanded fire stations. Impacts would be less than significant.

b) Police protection?

Less Than Significant Impact. The Riverside County Sheriff's Department (RCSD) provides police protection to the Community of French Valley including the project site. The project site is in the service area of the RCSD Southwest Station at 30755 Auld Road in the City of Murrieta. Funding for RCSD services and facilities is from the County General Fund and development impact fees, as with RCFD services and facilities described above. The project is accounted for in the Winchester 1800 SP buildout.

The project may cause a very slight increase in demands for police services during construction from possible trespass, theft, and/or vandalism. Active construction areas would be fenced and would remain secured outside of work hours. Any increased demand for police would be temporary and would not require construction of new or expanded police facilities. General campus operational activities would be under the supervision of the campus administrators and staff. The project would not increase student population or demand and would not result in new adverse impacts on existing police service. Impacts would be less than significant.

c) Schools?

No Impact. Project development would construct a new school. The project would not have an adverse physical impact on any existing schools and would have a beneficial impact on the TVUSD French Valley students. No impacts to schools would occur.

d) Parks?

No Impact. The project would not have an adverse physical impact on any parks or necessitate the construction of new parks. The project would not result in the need for construction of new recreational

¹¹⁰ Riverside County Fire Department. <http://www.rvcfire.org/Pages/default.aspx>

¹¹¹ Riverside County Fire Department. Station Locator Map.
<http://www.rvcfire.org/stationsAndFunctions/FireStations/Pages/Fire-Stations-Map.aspx>

3. Environmental Analysis

facilities. The project would not induce growth in the community, increase students or staff, or otherwise increase the use of or demand for parks. No impacts to parks would occur.

e) Other public facilities?

No Impact. The project would not result in impacts associated with the provision of other new or physically altered public facilities (e.g., libraries, hospitals, childcare, teen or senior centers). Physical impacts to public services are usually associated with population in-migration and growth, which increase the demand for public services and facilities. The project would not result in an increase in population. Therefore, no impacts to other public facilities would occur.

3.16 RECREATION

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?

No Impact. The project would not increase the use of existing neighborhood and regional parks or other recreational facilities. It would not result in an increase in students or staff at the school and would not increase population in the surrounding community. Therefore, it would not cause physical deterioration of neighborhood and regional parks or other recreational facilities. The project would not result in the need for construction of new recreational facilities. No impacts to parks would occur.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

No Impact. The project proposes development of recreational facilities, including playgrounds, playfields and hardcourts. The environmental effects of the construction and operation are considered throughout the environmental analysis in this Initial Study. The project would not require the construction or expansion of additional recreational facilities which could have an adverse effect on the environment. No impacts to recreational facilities would occur.

3.17 TRANSPORTATION

The analysis in this section is based in part on:

- *Traffic Impact Analysis for the Proposed Temecula Valley K-8 STEAM School*, Garland Associates, July 2019.

This report is included as Appendix D to this Initial Study.

Methodology

An analysis has been prepared to evaluate the traffic impacts of the proposed K-8 school. The traffic analysis is based on the morning (AM) and afternoon (PM) peak hour traffic volumes on the roadways and intersections in the vicinity of the project site. The following analysis scenarios were addressed:

3. Environmental Analysis

- Existing Conditions (2019)
- Existing Plus Project¹¹²
- Future Year (2025) Without Project
- Future Year (2025) With Project

The analysis was conducted by calculating the levels of service (LOS) at the study area intersections for each analysis scenario. The levels of service were calculated by using the Highway Capacity Manual (HCM) methodology, which uses average vehicular delay to determine the levels of service.

The traffic analysis addresses 10 intersections in the vicinity of the school site. All of the intersections are in the jurisdiction of Riverside County except for the intersection of Winchester Road (SR-79) at Abelia Street, which is a Caltrans intersection. The study area intersections and the type of traffic control at each intersection are listed below in Table 15.

Table 15 Study Area Intersections

Intersection	Traffic Control
Washington Street at Fields Drive	Traffic Signal
Washington Street at Cottonwood Road	Traffic Signal
Winchester Road (SR 79) at Abelia Street	Traffic Signal
Pourroy Road at Benton Road	Traffic Signal
Washington Street at Abelia Street	Stop Sign on Abelia Street
Washington Street at Benton Road	4-Way Stop Signs
Washington Street at Auld Road	3-Way Stop Signs
Abelia Street at Geranium Street	4-Way Stop Signs
Abelia Street at Charlois Street/Ginger Tree Drive	4-Way Stop Signs
Pourroy Road at Thompson Road	4-Way Stop Signs

Existing Traffic Conditions

The traffic study evaluated the following streets in the study area.

- Washington Street is a two to six lane north-south road that abuts the east side of the school site. It has two lanes south of Cottonwood Road, which includes the segment adjacent to the school site, and six lanes north of Cottonwood Road. The Circulation Plan of Specific Plan No. 286, Amendment No. 6 (Winchester 1800 Specific Plan) indicates that Washington Street is classified as an arterial roadway. The speed limit on Washington Street is 55 miles per hour (mph).
- Abelia Street is a four lane road that abuts the south side of the school site. It runs in an east-west direction along the school site west of Washington Street, then curves to the northwest to intersect with Winchester Road. It is classified as a secondary road and has a speed limit of 45 mph.

¹¹² For informational purposes only; included in Appendix C.

3. Environmental Analysis

- Fields Drive is a two lane east-west road that is located approximately one mile north of the school site. It is classified as a local road and has a speed limit of 25 mph.
- Cottonwood Road is a two lane east-west road that is located approximately three-quarters of a mile north of the school site. It is classified as a local road and has a speed limit of 25 mph.
- Benton Road Avenue is a two to six lane east-west road that is located approximately one mile south of the school site. It has two lanes east and west of Washington Street, six lanes east of Pourroy Road, and two lanes west of Pourroy Road. Benton Road is classified as an urban arterial roadway and the speed limit is 55 mph.
- Auld Road is a two lane east-west road that is located approximately 1.5 miles south of the school site. It is classified as a secondary road and has a speed limit of 50 mph.
- Charlois Street is a two lane north-south road that intersects with Abelia Street near the southwest corner of the school site. It is classified as a local road and the speed limit is 25 mph.
- Ginger Tree Drive is a two lane north-south road that is a continuation of Charlois Street on the north side of Abelia Street near the southwest corner of the school site. It is classified as a local road and has a speed limit of 25 mph.
- Geranium Street is a two lane east-west road that is located approximately one-half mile northwest of the school site. It is classified as a local road and the speed limit is 35 mph.
- Winchester Road (SR-79) is a four lane state highway that runs in a southwest to northeast direction. It is located approximately 1.25 miles northwest of the school site. Winchester Road is classified as an urban arterial roadway and has a speed limit of 65 mph southwest of Abelia Street and 55 mph northeast of Abelia Street.
- There are two distinct segments of Pourroy Road in the study area. The southern segment is a two lane north-south road located approximately three-quarters of a mile west of the school site. The southern segment is a continuation of Abelia Street that extends northwest of Winchester Road. Pourroy Road is classified as a secondary road, and the speed limit is 45 mph.
- Thompson Road is an east-west road that intersects with Pourroy Road approximately one mile southwest of the school site. It has four lanes and a speed limit of 55 mph west of Pourroy Road and two lanes with a speed limit of 35 mph east of Pourroy Road. Thompson Road is classified as a secondary road.

Existing Traffic Volumes

Manual traffic counts were taken at the 10 study area intersections during the AM and PM peak periods on Thursday, May 30, 2019. The morning traffic counts were taken from 7:00 to 9:00 AM, and the afternoon

3. Environmental Analysis

counts were taken from 2:00 to 6:00 PM. The peak hour traffic counts that were used for the analysis represent the highest one-hour interval of traffic flow within these two monitoring periods.

The afternoon counts extended over a four-hour monitoring period to ensure that the counts reflected the early afternoon school dismissal peak as well as the late afternoon commuter peak. In the morning, the school peak and the commuter peak both generally occur at the same time.

Existing Intersection Levels of Service

The analysis was conducted by calculating the levels of service at the study area intersections for each analysis scenario. The levels of service at the study area intersections were determined by using the Highway Capacity Manual methodology, which is consistent with the guidelines for traffic impact studies from the Riverside County Transportation Department's "Traffic Impact Analysis Preparation Guide."

To quantify the existing baseline traffic conditions, the study area intersections were analyzed to determine their operating conditions during the AM and PM peak hours. The traffic conditions were quantified by calculating the levels of service at each intersection. Level of service is a current industry standard by which the operating conditions of a roadway segment or an intersection are measured.

Level of Service

- Traffic operations are quantified through the determination of a grading system called level of service. Evaluation of transportation infrastructure facilities (roadways and intersections) involves the assignment of grades from A to F, with A representing the highest level of operating conditions and F representing extremely congested and restricted operations.
- According to Riverside County standards, LOS A through D represent acceptable conditions, and LOS E and F represent congested, over-capacity conditions.
- According to the Riverside County Congestion Management Program, LOS A through E represent acceptable conditions, and LOS F represents unacceptable conditions.

Levels of service are based on the average amount of vehicular delay at an intersection. The relationship between delay values and the corresponding LOS is shown in Table 16.

Table 16 Relationship Between Delay Values and Levels of Service

Level of Service	Delay Value (seconds) Signalized Intersections	Delay Value (seconds) Unsignalized Intersections
A	0.0 to 10.0	0.0 to 10.0
B	> 10.0 to 20.0	> 10.0 to 15.0
C	> 20.0 to 35.0	> 15.0 to 25.0
D	> 35.0 to 55.0	> 25.0 to 35.0
E	> 55.0 to 80.0	> 35.0 to 50.0
F	> 80.0	> 50.0

3. Environmental Analysis

Traffic Study Area Intersections

Based on the hourly traffic volumes, the turning movement counts, and the existing number of lanes at each intersection, the average vehicle delay values and corresponding levels of service have been determined at each intersection for the existing conditions scenario, as summarized in Table 17.

Table 17 Existing Intersection Levels of Service

Intersection	Delay Value (seconds/vehicle) & Level of Service	
	AM Peak Hour	PM Peak Hour
SIGNALIZED INTERSECTIONS		
Washington Street at Fields Drive	9.9 – A	10.1 – B
Washington Street at Cottonwood Road	6.4 – A	6.0 – A
Winchester Road at Abelia Street/Pourroy Road	20.3 – C	18.9 – B
Pourroy Road at Benton Road	23.1 – C	30.8 – C
INTERSECTIONS WITH STOP SIGNS		
Washington Street at Abelia Street	18.1 – C	11.3 – B
Washington Street at Benton Road	22.8 – C	15.3 – C
Washington Street at Auld Road	11.1 – B	14.0 – B
Abelia Street at Geranium Street	8.5 – A	8.3 – A
Abelia Street at Charlois Street/Ginger Tree Drive	8.9 – A	8.0 – A
Pourroy Road at Thompson Road	13.5 – B	18.3 – C

All 10 of the study area intersections currently operate at acceptable levels of service (LOS A through D) during the AM and PM peak hour.

Future Baseline Traffic Conditions

As the proposed school is expected to be at full buildout in the year 2025, the existing (2019) traffic volumes were expanded by an ambient growth factor of 6.2 percent to account for general regional growth and the cumulative impacts of traffic associated with other development projects in the area. This growth factor represents a 1 percent annual growth rate for six years, compounded annually.

Based on the projected peak hour traffic volumes, the turning movement counts, and the existing lane configuration, the future baseline levels of service were calculated for each study area intersection, as summarized in Table 18.

Table 18 Year 2025 Intersection Levels of Service

Intersection	Delay Value (seconds/vehicle) & Level of Service	
	AM Peak Hour	PM Peak Hour
SIGNALIZED INTERSECTIONS		
Washington Street at Fields Drive	11.2 – B	11.5 – B
Washington Street at Cottonwood Road	7.4 – A	7.1 – A
Winchester Road at Abelia Street/Pourroy Road	21.4 – C	20.0 – C
Pourroy Road at Benton Road	25.1 – C	36.5 – D
INTERSECTIONS WITH STOP SIGNS		
Washington Street at Abelia Street	20.2 – C	12.5 – B

3. Environmental Analysis

Table 18 Year 2025 Intersection Levels of Service

Intersection	Delay Value (seconds/vehicle) & Level of Service	
	AM Peak Hour	PM Peak Hour
Washington Street at Benton Road	32.2 – D	18.5 – C
Washington Street at Auld Road	11.7 – B	15.7 – C
Abelia Street at Geranium Street	8.7 – A	8.5 – A
Abelia Street at Charlois Street/Ginger Tree Drive	9.3 – A	8.2 – A
Pourroy Road at Thompson Road	15.3 – C	23.9 – C

All 10 of the study area intersections currently operate at acceptable levels of service (LOS A through D) during the AM and PM peak hour in 2025.

Significance Threshold

According to Riverside County’s “Traffic Impact Analysis Preparation Guide,” a significant impact would occur at a study intersection under any one of these conditions:

- When existing traffic conditions exceed the General Plan target LOS.
- When project traffic will deteriorate the LOS to below the target LOS.
- When cumulative traffic exceeds the target LOS.

Because the target LOS is D, the project would have a significant impact if an intersection is projected to operated at LOS E or F for the “with project” scenario.

Additionally, under the Riverside County Congestion Management Program (CMP), LOS A through E represent acceptable conditions, and LOS F represents unacceptable conditions. The CMP indicates that a project may have a significant impact and that a traffic study would be required if the project would adversely affect the morning or afternoon peak periods on a designated CMP arterial roadway or freeway.

Would the project:

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

Less Than Significant Impact.

Project-Related Traffic

Table 19 shows the traffic volumes for the 1,191-student school.

3. Environmental Analysis

Table 19 Project-Related Traffic

Land Use	Daily Traffic	AM Peak Hour			PM Peak Hour (School)			PM Peak Hour (Streets)		
		Total Traffic	Trips In	Trips Out	Total Traffic	Trips In	Trips Out	Total Traffic	Trips In	Trips Out
TRIP RATES										
Elementary School (trips per student)	1.89	0.67	54%	46%	0.34	45%	55%	0.17	48%	52%
Middle School (trips per student)	2.13	0.58	54%	46%	0.35	46%	54%	0.17	49%	51%
TRAFFIC VOLUMES										
Elementary School (678 students)	1,280	454	245	209	231	104	127	115	55	60
Middle School (513 students)	1,090	298	161	137	180	83	97	87	43	44
Total (1191 students)	2,370	752	406	346	411	187	224	202	98	104

It should be emphasized that the project-related traffic would not represent new traffic on the overall roadway network, because the traffic would be re-directed to the new school site from existing schools within the District. Students that would attend the new school would otherwise have attended an existing school.

Future Year 2025 Conditions

The comparative delay values and levels of service for the year 2025 analysis scenario are shown in Table 20. The proposed school would have a significant impact at one of the study area intersections based on the Riverside County significance criteria: Washington Street at Benton Road. This intersection would operate at an unacceptable LOS F during the AM peak hour with full buildout of the project.

Table 20 Year 2025 With Project Levels of Service

Intersection	Delay Value (seconds/vehicle) and Level of Service		Increase in Delay (sec)	Significant Impact?
	2025 Without Project	2025 With Project		
Signalized Intersections				
Washington Street at Fields Drive				
AM Peak Hour	11.2 – B	11.8 – B	0.6	No
PM Peak Hour	11.5 – B	11.8 – B	0.3	No
Washington Street at Cottonwood Road				
AM Peak Hour	7.4 – A	7.9 – A	0.5	No
PM Peak Hour	7.1 – A	7.4 – A	0.3	No
Washington Street at Abelia Street				
AM Peak Hour	19.3 – B	29.5 – C	10.2	No
PM Peak Hour	15.7 – B	20.5 – C	4.8	No
Winchester Road at Abelia Street/Pourroy Road				
AM Peak Hour	21.4 – C	21.7 – C	0.3	No
PM Peak Hour	20.0 – C	20.2 – C	0.2	No
Pourroy Road at Benton Road				
AM Peak Hour	25.1 – C	29.2 – C	4.1	No
PM Peak Hour	36.5 – D	41.0 – D	4.5	No

3. Environmental Analysis

Table 20 Year 2025 With Project Levels of Service

Intersection	Delay Value (seconds/vehicle) and Level of Service		Increase in Delay (sec)	Significant Impact?
	2025 Without Project	2025 With Project		
UNSIGNALIZED INTERSECTIONS				
Washington Street at Benton Road				
AM Peak Hour	32.2 – D/11.4 - B	147.0 – F/17.3 - B	114.8	Yes/No*
PM Peak Hour	18.5 – C/10.3 - B	29.4 – D/11.6 - B	10.9	No/No
Washington Street at Auld Road				
AM Peak Hour	11.7 – B	16.5 – C	4.8	No
PM Peak Hour	15.7 – C	21.8 – C	6.1	No
Abelia Street at Geranium Street				
AM Peak Hour	8.7 – A	9.5 – A	0.8	No
PM Peak Hour	8.5 – A	8.9 – A	0.4	No
Abelia Street at Charlois Street/Ginger Tree Drive				
AM Peak Hour	9.3 – A	10.1 – B	0.8	No
PM Peak Hour	8.2 – A	8.5 – A	0.3	No
Pourroy Road at Thompson Road				
AM Peak Hour	11.8 – B	12.4 – B	0.6	No
PM Peak Hour	13.8 – B	14.3 – B	0.5	No

* If this intersection becomes signalized as planned in conjunction with planned residential development.

* If this intersection becomes signalized as planned in conjunction with planned residential development.

Transportation Uniform Mitigation Fee (TUMF). In 2002, Riverside County voters overwhelmingly approved a 1/2 cent transportation sales tax, commonly known as Measure A. As part of Measure A, voters also approved a “Transportation Improvement Plan” which contemplated significant expenditures to come from “revenues to be generated by the cities and the County implementing a Transportation Uniform Mitigation Fee.” The TUMF Program was designed and implemented to fulfill voter expectations.

The TUMF program provides funds for transportation facilities of major regional significance, such as interchanges, roads and bridges. Riverside County is a participant, along with various cities, in two regional Transportation Uniform Mitigation Fee programs, which are administered by the Western Riverside Council of Governments (WRCOG) in Western Riverside County and by the Coachella Valley Association of Governments in the Coachella Valley. In Riverside County adopted the Western Riverside County TUMF through Ordinance No. 824.¹¹³ The project site is within the WRCOG jurisdiction.

The TUMF program ensures that new development pays its fair share for the increased traffic that it creates. The TUMF will raise over \$3 billion for transportation projects in Western Riverside County.¹¹⁴ Fees are set based on the impacts that different land use vehicle trips generate. Most of the new trip-making in a given area is generated by residential development (i.e., when people move into new homes, they create new trips on the transportation system as they travel to and from work, school, shopping or entertainment).¹¹⁵ Schools are exempt from TUMF fees as the program recognizes that schools do not generate “new” trips, but rather are

¹¹³ County of Riverside Transportation Department. <https://rctlma.org/trans/Land-Development/Development-Fees>

¹¹⁴ Western Riverside Council of Governments 2019. <http://www.wrcog.cog.ca.us/174/TUMF>

¹¹⁵ TUMF Nexus Study – 2016 Program Update. Adopted by WRCOG Executive Committee, July 10, 2017. <http://www.wrcog.cog.ca.us/DocumentCenter/View/1020/TUMF-2017-Nexus-Study-current?bidId=>

3. Environmental Analysis

just a destination for trips generated by residential development.¹¹⁶ The TUMF program allocates the full cost of the additional traffic to the “generator” (i.e., residential development).

Roadway improvements along Washington Street are either underway or planned and will be funded by new trip-making land uses, such as residential development. Therefore, the proposed school would not create a significant traffic impact at local intersections.

Construction Traffic

Construction of the project would have various levels of truck and automobile traffic throughout the construction period. Project construction is anticipated from Q1-2020 to Q3-2021 and from Q3-2023 to Q3-2024. As required by the County of Riverside Municipal Code Chapter 9.52, Noise Regulation, construction activities are only permitted from 7:00 AM to 6:00 PM.

Construction staging (i.e., storage of equipment and materials, parking for workers) would be on the property. The construction-related traffic would include construction workers traveling to and from the site as well as trucks hauling equipment and materials.

The maximum number of the haul trips would occur during debris hauling from the initial site clearance, with about five trips per day. The truck trips would be spread out throughout the workday and would generally occur during nonpeak traffic periods. This level of construction-related traffic would not result in a significant traffic impact on the study area roadway network.

The maximum number of the worker and vendor trips would occur during building construction, with about 74 trips per day.¹¹⁷ Current site access is from Washington Street and Albelia Street. Existing average daily trips on Washington Street between Cottonwood Road and Benton Road number about 850, and on Albelia Street between Charlois Street and Washington Street number about 330. Compared to the existing trips already traveling on these roads, the number of worker trips would not be significant.

Congestion Management Program

According to the Riverside County CMP, the designated arterial roadway closest to the site is Winchester Road (SR-79), approximately 1.2 miles northwest. The nearest freeway, which is also included in the CMP roadway network, is the Escondido Freeway (Interstate 215), which is about 5 miles west of the school site.

The CMP states that a project may have a significant impact and that a traffic study would be required if the project would adversely affect the traffic conditions on a designated CMP arterial roadway or freeway. The proposed school would not have a substantial impact on traffic conditions on either of these CMP roadways. It is estimated that 2 percent of the project-related traffic would travel on Winchester Road. This equates to a maximum of 15 vehicle trips during the AM peak hour and 8 trips during the PM peak hour. Similarly, it is estimated that 1 percent of the project-related traffic would travel on any particular segment of Interstate 215,

¹¹⁶ Western Riverside Council of Governments 2019. <http://www.wrcog.cog.ca.us/DocumentCenter/View/547/TUMF-FAQs?bidId=>

¹¹⁷ Based on CalEEMod modeling for construction-related air quality analysis.

3. Environmental Analysis

which is outside the District boundaries. This equates to a maximum of 8 vehicles during the AM peak hour and 4 vehicles during the PM peak hour. These levels of traffic would not result in a significant impact on these CMP roadways. The proposed project would not conflict with the congestion management program or exceed a level of service standard established by the congestion management agency for designated roads or highways, and the project's impacts on the CMP roadways would be less than significant.

Transit

Riverside Transit Agency operates Route 217 along Winchester Road and Route 79 along parts of Winchester Road, Pourroy Road, Thompson Road, and Benton Road. There are no transit routes adjacent to the school site. The proposed school would not adversely affect the performance or safety of these transit services and would not conflict with any plans or policies relative to these alternative transportation modes. Impacts would be less than significant.

Bicycle and Pedestrian

The project would likely increase pedestrians and bicyclists in the area. Some of the roadways in the school vicinity have sidewalks along the side of the road—the west side of Washington Street north of Abelia Street, both sides of Abelia Street, and both sides of Charlois Road and Ginger Tree Drive. There are no sidewalks on the east side of Washington Street north of Abelia Street or on either side of Washington Street south of Abelia Street.

The intersections that are adjacent to the school site are equipped with painted crosswalks to accommodate pedestrian activity from schools on the south side of Abelia Street west of Washington Street. The intersection of Abelia Street at Charlois Street/Ginger Tree Drive, which is a four-way stop, has crosswalks on all four legs of the intersection, and the intersection of Washington Street and Abelia Street has a crosswalk on the west leg of the intersection.

Bike lanes are not currently provided in the project area; however, the proposed school project would provide bike racks for use by students and staff.

The proposed school would not adversely affect the performance or safety of these pedestrian and bicycle facilities and would not conflict with any plans or policies relative to these alternative transportation modes. The school project is already consistent with such plans and policies because sidewalk is along the streets abutting the school site, and bike racks will be provided on site. Impacts would be less than significant.

b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?

Less Than Significant Impact. On December 28, 2018, the California Natural Resources Agency adopted revised CEQA Guidelines. One revision was the removal of vehicle delay and LOS from consideration under CEQA. Transportation impacts will instead be evaluated based on a project's effect on VMT. Lead agencies are allowed to opt into the revised transportation guidelines, but the new guidelines must be used starting July 1, 2020. The County of Riverside has not adopted revised traffic impact analysis guidelines, and analysis of vehicle LOS remains the appropriate method for determining the project's transportation impact. However, VMT is anticipated to be reduced following completion of the project. By adding another school to the French Valley

3. Environmental Analysis

area, driving distance would be reduced for most students compared to current conditions. Impacts would be less than significant.

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

Less Than Significant Impact. Access to the school campus would be provided by three existing driveways on the north side of Abelia Street west of Washington Street. These driveways are already in place because the school site was previously graded and prepared for development as a component of the Winchester 1800 Specific Plan.

Streets, intersections, and driveways have been designed and constructed to accommodate the anticipated levels of vehicular and pedestrian activity associated with a school on this site. There are no visible constraints at the school's access driveways associated with curves or hills. The proposed school would, therefore, be a compatible use in the area and would not substantially increase hazards due to a design feature.

d) Result in inadequate emergency access?

Less Than Significant Impact. The proposed access and circulation features at the school, including the fire lanes, would accommodate emergency ingress and egress by fire trucks, police units, and ambulance/paramedic vehicles. Site access would be provided via the three driveways on Abelia Street, and an emergency access route would be provided on Washington Street. On-site emergency access lanes would be provided for access to the school buildings and athletic fields, and all access would be subject to and must satisfy the DSA, District, and the Riverside County design requirements. The project would not, therefore, result in inadequate emergency access. Impacts would be less than significant.

3.18 TRIBAL CULTURAL RESOURCES

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

No Impact. Assembly Bill 52 (AB 52) requires meaningful consultation with California Native American tribes on potential impacts to tribal cultural resources, as defined in PRC Section 21074. Tribal cultural resources are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either eligible or listed in the California Register of Historical Resources or local register of historical resources.

As part of the AB 52 process, Native American tribes must submit a written request to TVUSD (lead agency) to be notified of projects within their traditionally and culturally affiliated area. TVUSD must provide written, formal notification to those tribes within 14 days of deciding to undertake a project.

3. Environmental Analysis

The tribe must respond to TVUSD within 30 days of receiving this notification if they want to engage in consultation on the project, and TVUSD must begin the consultation process within 30 days of receiving the tribe's request. Consultation concludes when either 1) the parties agree to mitigation measures to avoid a significant effect on a tribal cultural resource, or 2) a party, acting in good faith and after reasonable effort, concludes mutual agreement cannot be reached. No tribal cultural resources on or within one mile of the site are listed in the National Register of Historic Places,¹¹⁸ as California State Historical Landmarks or Points of Historical Interest,¹¹⁹ or as City of Riverside Landmarks.¹²⁰ The project would not impact tribal cultural resources listed on any of the preceding registers of historic resources. There are no tribal cultural resources listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources on the project site.¹²¹ No impact would occur.p

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

Less than Significant Impact. Under subdivision (c) of PRC Section 5024.1, two California Native American tribes requested formal notice of proposed projects— Rincon Band of Luiseño Indians and the Torres Martinez Desert Cahuilla Indians.

The District notified these tribes about the proposed project in a letter dated August 7, 2019, sent via email and certified mail to:

- Michael Mirelez, Cultural Resource Coordinator, Torres Martinez Desert Cahuilla Indians
- Destiny Colocho, Cultural Resources Manager, Rincon Band of Luiseño Indians

The Rincon Band responded to the notice on August 13, 2019 and requested consultation. TVUSD consulted with the Rincon Band on August 27, 2019 at 1:00 pm via phone call.

Additionally, the site was used for dry farming from 1900 to 2004 along with periodic livestock grazing from about 1980.¹²² The project site was graded in 2006 in preparation for development of a middle school. As part of site preparation, after grading up to 14 feet of fill material was imported to the site,

¹¹⁸ National Park Service (NPS). 2018, October 17. National Register Listed Properties. <https://www.nps.gov/subjects/nationalregister/upload/national-register-listed-20181017.xlsx>.

¹¹⁹ Office of Historic Preservation (OHP). 2019, February 1. California Historical Resources. <http://ohp.parks.ca.gov/listedresources/>.

¹²⁰ City of Riverside, 2002. Landmarks of the City of Riverside. January 2002. <https://www.riversideca.gov/historic/pdf/landmarks-WEB.pdf>

¹²¹ PlaceWorks. 2004, January 14. Mitigated Negative Declaration and Initial Study for Winchester 1800 Middle School. As cited in the MND, "A Cultural Resource Assessment, Winchester 1800, French Valley, Riverside County, California" April 17, 1990 and "A Cultural Resource Addendum, Historical Structure Report, Winchester 1800. January 27, 1994" both prepared by Christopher E. Drover, Ph.D., Consulting Archaeologist, for the Winchester 1800 Specific Plan EIR.

¹²² PlaceWorks. 2004, January 14. Mitigated Negative Declaration and Initial Study for Winchester 1800 Middle School.

3. Environmental Analysis

graded flat, then compacted.¹²³ Therefore, between the agricultural tilling and the development-related grading and fill material, Native American resources are not likely to still exist on the site. The project-related impacts on tribal cultural resources would be less than significant.

3.19 UTILITIES AND SERVICE SYSTEMS

Would the project:

- 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?**

Less Than Significant Impact. The project site is currently vacant but is part of the Winchester 1800 Specific Plan area. Most of the SP has been developed, including roadways and infrastructure (water and wastewater system, storm water drainage, electric power, natural gas, and telecommunications facilities).

Students are currently attending other schools and using utilities. The new school would serve students currently living in the region and would not generate an increase in the District-wide student population. The project would not require the relocation or construction of new utility facilities. Providers are identified below.

Water Treatment Facilities

The Eastern Municipal Water District (EMWD) provides water to French Valley and Skinner Service Area and would serve the new school. Water supplies for this area are imported water from the Colorado River and northern California treated at the Metropolitan Water District's Skinner Treatment Plant, which has capacity of 350 million gallons per day (mgd).¹²⁴

Wastewater Treatment Facilities

EMWD treats wastewater from the Community of French Valley at its Temecula Valley Regional Water Recycling Facility (TVRWRF) in the City of Temecula. Average flows through the TVRWRF in 2015 were about 12.6 mgd.¹²⁵ Expansion of the TVRWRF to 23 mgd capacity is underway, with completion scheduled by the end of 2019.^{126,127}

¹²³ Leighton Consulting, Inc. 2019, March 20. "Update Geohazard Report. Proposed Winchester STEAM Academy. NWC of Washington Street and Abelia Street. Riverside County, California".

¹²⁴ Eastern Municipal Water District (EMWD). 2018, September 6. Capital Improvement Program Annual Report – 2017/18. https://www.google.com/url?sa=t&rct=j&q=&esrc=s&source=web&cd=4&cad=rja&uact=8&ved=2ahUKEwjw18XDib_gAhW50J8KHZDEAC0QFjADegQIABAC&url=https%3A%2F%2Fboard.emwd.org%2FCitizens%2FFileOpen.aspx%3FType%3D4%26ID%3D6670%26MeetingID%3D1523&usg=AOvVaw1huXp5zLbXXVbj2wT5fp1Pc.

¹²⁵ Eastern Municipal Water District (EMWD). 2016, June. 2015 Urban Water Management Plan. <https://www.emwd.org/post/urban-water-management-plan>.

¹²⁶ Eastern Municipal Water District (EMWD). 2018, September 6. Capital Improvement Program Annual Report – 2017/18. https://www.google.com/url?sa=t&rct=j&q=&esrc=s&source=web&cd=4&cad=rja&uact=8&ved=2ahUKEwjw18XDib_gAhW50J8KHZDEAC0QFjADegQIABAC&url=https%3A%2F%2Fboard.emwd.org%2FCitizens%2FFileOpen.aspx%3FType%3D4%26ID%3D6670%26MeetingID%3D1523&usg=AOvVaw1huXp5zLbXXVbj2wT5fp1Pc.

¹²⁷ Eastern Municipal Water District (EMWD). 2017, June 7. Eastern Municipal Water District Biennial Budget Fiscal Years 2017-18 And 2018-19. <https://www.emwd.org/sites/main/files/file-attachments/budgetbookadopted060717.pdf>

3. Environmental Analysis

Storm Water Drainage

The project site is located within the boundaries of the Riverside County Flood Control and Water Conservation District's Murrieta Master Area Drainage Plan, within the Warm Springs Valley Sub-watershed. The drainage and flood control facilities and improvements in the Specific Plan area have been constructed in compliance with RCFCWCD's requirements, utilizing the streets, open channels (turf and concrete-lined), and underground storm drains to carry stormwater to the Santa Ana River and out to the Pacific Ocean.

Electric Power

Southern California Edison provides electricity to the Community of French Valley. SCE's service area spans much of southern California—from Orange and Riverside counties in the south to Santa Barbara County in the west to Mono County in the north.¹²⁸ Total electricity consumption in SCE's service area was 106,080 gigawatt-hours in 2015 and is forecast to increase to 120,780 gigawatt-hours in 2028 for the mid-demand scenario.¹²⁹

Natural Gas

The Southern California Gas Company (SCGC) provides natural gas to the Community of French Valley. SCGC's service area spans much of the southern half of California, from Imperial County on the southeast to San Luis Obispo County on the northwest to part of Fresno County on the north to Riverside County and most of San Bernardino County on the east.¹³⁰ Total natural gas supplies available to SCGC are forecast to remain constant at 3,775 million cubic feet per day from 2015 through 2035.¹³¹

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

Less Than Significant Impact. The project site is in the EMWD water service area. EMWD forecasts that it will have sufficient water supplies to meet demands in its service area over the 2020-2040 period in normal, single-dry-year, and multiple-dry-year conditions. EMWD-projected retail water supplies and demands in normal water years each range from 145,745 acre-feet per year in 2020 to 197,800 acre-feet per year in 2040. EMWD water demand projections are based on anticipated population projections and land uses as well as current demographic information such as household size.¹³² The proposed school would serve students already in the school district and attending other schools, and thus would not increase water demands beyond those projected by EMWD. The project would result in a small increase in water demands for irrigation of the sports

¹²⁸ California Energy Commission (CEC). 2015, February 24. California Electric Utility Service Areas. http://www.energy.ca.gov/maps/serviceareas/Electric_Service_Areas_Detail.pdf.

¹²⁹ California Energy Commission (CEC). 2017. California Energy Demand Updated Forecast, 2017-2027. <https://efiling.energy.ca.gov/getdocument.aspx?tn=214635>.

¹³⁰ California Energy Commission (CEC). 2015, February 24. California Electric Utility Service Areas. http://www.energy.ca.gov/maps/serviceareas/Electric_Service_Areas_Detail.pdf.

¹³¹ California Gas and Electric Utilities (CEGU). 2018, July 17. 2018 California Gas Report. https://www.socalgas.com/regulatory/documents/cgr/2018_California_Gas_Report.pdf.

¹³² Eastern Municipal Water District (EMWD). 2016, June. 2015 Urban Water Management Plan. <https://www.emwd.org/post/urban-water-management-plan>.

3. Environmental Analysis

fields and campus landscaping; however, this would not significantly impact the availability of water supplies. Impacts would be less than significant.

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

Less Than Significant Impact. EMWD treats wastewater from the Community of French Valley at its Temecula Valley Regional Water Recycling Facility in the City of Temecula. The new campus would serve students currently living in the region, attending District schools, and generating wastewater. The project would not generate an increase in the regional student population, or the amount of wastewater treatment required. The project would not affect wastewater treatment capacity. No impact would occur.

- 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?**

Less Than Significant Impact. Waste Management of the Inland Empire collects solid waste from French Valley. In 2017 about 99 percent of the solid waste landfilled from the City of Temecula was disposed of at three landfills: Badlands Sanitary Landfill near the City of Moreno Valley; El Sobrante Landfill near the City of Corona; and Sycamore Landfill in the City of San Diego. In 2017 about 97 percent of the solid waste landfilled from the City of Murrieta was disposed of at the Badlands Sanitary Landfill and El Sobrante Landfill.¹³³

Construction

Construction waste would be generated and disposed of at local landfills. The excavated soil would be segregated and managed as nonhazardous, non-Resource Conservation and Recovery Act (RCRA) hazardous, or RCRA hazardous waste.

Section 5.408, Construction Waste Reduction, Disposal, and Recycling, of CALGreen requires that at least 65 percent of the nonhazardous construction and demolition waste from nonresidential construction operations be recycled and/or salvaged for reuse (24 CCR Part 11, Section 5.408.1.1). Construction of the project would adhere to these established standards. Therefore, the project would not adversely impact landfills. Impacts would be less than significant.

Operation

Regionally, the overall solid waste generation would not change, because students attending the new school would be transferred from existing schools in the region and are already generating trash. The solid waste associated with the proposed project would not exceed the available capacities of landfills or result in the need

¹³³ California Department of Resources Recycling and Recovery (CalRecycle). 2019. SWIS Facility/Site Search. <https://www2.calrecycle.ca.gov/SWFacilities/Directory>

3. Environmental Analysis

for new or expanded landfill facilities.¹³⁴ The project would have a less than significant impact on permitted landfill capacity in the region.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

No Impact. Statutes and regulations related to solid waste include the following.

Assembly Bill 341 (AB 341; Chapter 476, Statutes of 2011) increases the statewide waste diversion goal to 75 percent by 2020, and mandates recycling for commercial and multifamily residential land uses.

Assembly Bill 1826 (AB 1826; California Public Resources Code Sections 42649.8 et seq.), signed into law in September 2014, requires recycling of organic matter by businesses and multifamily residences of five or more units generating such wastes in amounts over certain thresholds. Organic waste means food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed in with food waste.

Senate Bill 1383 (SB 1383; California Health and Safety Code Sections 39730.5 et seq.) set targets to achieve a 50 percent reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction by 2025. The law is intended to reduce emissions of methane, a short-lived climate pollutant, from decomposition of organic waste in landfills, for the protection of people in at-risk communities as well as to reduce GHG emissions.

California Green Building Standards Code (CALGreen; Title 24, California Code of Regulations, Part 11) Section 5.408, Construction Waste Reduction, Disposal, and Recycling, requires that at least 65 percent of the nonhazardous construction and demolition waste from nonresidential construction operations be recycled and/or salvaged for reuse.

Construction of the project would adhere to established standards. Similar to other schools in the District, the proposed school would include storage areas for recyclable materials and would take part in a recycling program. The District currently complies with or incorporates federal, state, and local statutes and regulations related to solid waste and would continue this practice. The project would not conflict with laws governing solid waste disposal, and no impact would occur.

3.20 WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

¹³⁴ California Department of Resources Recycling and Recovery (CalRecycle). 2019. SWIS Facility/Site Search. <https://www2.calrecycle.ca.gov/SWFacilities/Directory>

3. Environmental Analysis

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

Less Than Significant Impact. Wildland fire protection in California is the responsibility of either the State, local government, or the federal government. State Responsibility Areas (SRA) are the areas where the State of California has the primary financial responsibility for the prevention and suppression of wildland fires. The SRA forms one large area of over 31 million acres, to which the State Department of Forestry and Fire Protection (CAL FIRE) provides a basic level of wildland fire prevention and protection services.

Local responsibility areas (LRA) include incorporated cities, cultivated agriculture lands, and portions of the desert. LRA fire protection is typically provided by city fire departments, fire protection districts, counties, and by CAL FIRE under contract to local government.¹³⁵ CAL FIRE uses an extension of the state responsibility area Fire Hazard Severity Zone model as the basis for evaluating fire hazard in local responsibility areas. The LRA hazard rating reflects flame and ember intrusion from adjacent wildlands and from flammable vegetation in the urban area.

Fire Hazard Severity Zones (FHSZ) are identified by Moderate, High, and Very High in an SRA, and Very High in a LRA.

The Riverside County Fire Department currently provides fire protection and emergency medical services to the project site, as discussed in Section 3.15.a, *Public Services*. Similar to the Winchester 1800 Specific Plan areas that have been developed, the project site is designated “LRA Unzoned,” indicating that it is not susceptible to wildland fire. Land to the east of Washington Street is designated LRA “Other Moderate,” the same as an SRA “Moderate” FHSZ.¹³⁶

To the west of the site is Winchester 1800 SP P.A. 20, which is 59.1 acres designated as OS-C (open space–conservation). This open space, along with areas to the north and west of the open space, are designated “LRA Very High” FHSZ. Compared to the 2007 CAL FIRE hazard severity zone map, Winchester 1800 Specific Plan P.A. 20 is now surrounded by residential development and not linked to any other high fire hazard zones. Therefore, the fuel that contributed to the high fire designation has been removed and replaced with housing.

The project site is designated for school use in the Winchester 1800 SP, and the campus would be consistent with the SP buildout, which was planned with consideration for fire hazard and emergency access. The District would comply with California Building Code and California Fire Code fire safety provisions. CDE requires fire safety features such as fire alarms and regular fire drills. DSA would review school site plans and provide construction oversight, including structural and nonstructural safety, fire and life safety, and access compliance.

DSA approval requires Riverside County Fire Department project review. RCFD would review site and architectural plans for fire code emergency access and emergency evacuation compliance, including elevator/stair access for emergency rescue and patient transport; access roads, fire lane markings, pavers, and gate entrances; fire hydrant location and distribution; and fire flow (location of post indicator valve, fire

¹³⁵ California Department of Forestry and Fire Prevention (CAL FIRE). Fire and Resource Assessment Program (FRAP). <https://frap.fire.ca.gov>

¹³⁶ California Department of Forestry and Fire Prevention (CAL FIRE). Fire and Resource Assessment Program (FRAP). Very High Fire Hazard Severity Zones in LRA. September 20, 2007. https://frap.fire.ca.gov/media/6425/fhszl06_1_map60.pdf

3. Environmental Analysis

department connection, and detector check valve assembly). The RCFD also requires a Fire Fuel Modification Zone as required by the Riverside County Fire Code. Additionally, the Riverside County Emergency Management Department has adopted emergency response plans for the project area,¹³⁷ and TVUSD has standard emergency response procedures for every school. The project would not impact an emergency response plan or emergency evacuation plan. Impacts would be less than significant.

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?

Less Than Significant Impact. The potential for a damaging wildfire to occur in an area depends on three main risk factors: fuel, topography, and weather; plus two additional considerations: the resources (people, structures, other cultural resources, habitat, and forestry resources) potentially exposed to wildfire in an area, and the effects of wildfire on those resources.

Development projects in general could exacerbate wildfire risks in any of four ways:

1. Add a net increase in fuel to a site (e.g., developing flammable buildings on bare land). Wildfire fuels include wildland vegetation, structures, and combustible materials.
2. Build very large, steep slopes; the rate of wildfire spread upslope will likely double with each doubling of grade.
3. Adding people and other resources—such as buildings—to the site.
4. Increasing the effects of fire on resources (structures), for example, by replacing nonflammable metal roofs with flammable wooden roofs.

Fuel

The proposed project would add buildings and landscaping to a sparsely vegetated site, constituting some net increase in fuel and an addition of resources to the site potentially exposed to wildfire. The project site is in a fire-threatened wildland-urban interface area—that is, land within 1.5 miles of an FHSZ and with an equivalent density of more than one house per 0.025 acre—defined by CAL FIRE. Project design and construction would comply with standards for building materials and construction methods required by the California Building Code Chapter 7A, Materials and Methods for Exterior Wildfire Exposure; California Fire Code Chapter 49, Requirements for Wildland-Urban Interface Fire Areas; and DSA (roofing; attic ventilation; exterior walls; exterior windows and glazing; exterior doors; decking; protection of underfloor, appendages, and floor projections; and ancillary structures). Compliance with such regulations would limit the flammability of the school buildings; thus, project development would not exacerbate wildfire risks by adding highly flammable buildings to the site.

¹³⁷ Riverside County Emergency Management Department. Operational Area Emergency Response Plan.
<https://www.rivcoemd.org/OA>

3. Environmental Analysis

The project landscaping and maintenance would comply with requirements for defensible space in California Public Resources Code Sections 4291 et seq; California Fire Code Sections 4906 and 4907; and Riverside County Code of Ordinances Chapter 8.32. Requirements are set for two zones surrounding structures:

- A “Lean, Clean, and Green Zone” within 30 feet of the structure. This zone should be clear of all flammable vegetation and dead or dying plants; all trees and vegetation in this zone should be well pruned and maintained.
- A “Reduced Fuel Zone” extending the remaining 70 feet. Surface litter—such as fallen leaves, twigs, bark, etc.—in this zone should not exceed a depth of three inches. Horizontal spacing must be maintained between shrubs and trees; the amount of spacing depends on the grade of the slope and the size of the plants.

Installation of landscaping in compliance with regulatory measures would not exacerbate wildfire risks.

Slope

The proposed project site is generally flat. The project does not propose construction of large, steep slopes. Thus, project development would not exacerbate wildfire risks due to slope.

Weather

Individual small development projects do not change the weather on the affected project sites; impacts of the proposed project on global climate change through greenhouse gas emissions are addressed in Section 3.8, *Greenhouse Gas Emissions*, of this Initial Study.

Prevailing wind in French Valley is from the southwest.¹³⁸ The area downwind—that is, northeast—is vacant land east of Washington Street. Wildfires that start south, west, and southwest of the project site would not be exacerbated or increased by the new school because of compliance with fire codes. Thus, project development would not exacerbate wildfire risks due to prevailing winds.

Resources Exposed to Wildfire

Project development would not add significant resources to the site. Although the project would add people to the site, it would also replace flammable vegetation fuel with fire-resistant buildings and landscape. The project would not exacerbate the potential for wildfire on-site, as substantiated above in the discussion of fuel, topography, and weather, and would not impede wildfire suppression.

All staging of construction materials and equipment would be conducted on-site and would not block public roadways or impede emergency access. The project would not exacerbate wildfire risk and would not expose school occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Impacts would be less than significant.

¹³⁸ MeteoBlue. Weather Forecast and Climate Data. French Valley Wind Rose. 2019.
https://www.meteoblue.com/en/weather/forecast/modelclimate/french-valley_united-states-of-america_11494824.

3. Environmental Analysis

- 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?**

Less Than Significant Impact. The project site is generally flat. As part of the open space–conservation area to the west, the hill appears to have been hydroseeded with coastal sage scrub plant species.¹³⁹ Also, along this hill is drainage infrastructure that directs runoff to a detention basin adjacent to the Abelia Street and Ginger Tree Drive intersection, southwest of site. Project development would not significantly increase the on-site slope and thus would not contribute to post-wildfire risks such as downslope flooding or landslides. Adequate space between the open space hillside area and school structures would be provided as part of a wildfire modification zone. Impacts would be less than significant.

- 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?**

Less Than Significant Impact. Expose people or structures to significant risks from runoff, post-fire slope instability, or drainage changes.

The project site is generally flat. A hill that is part of the open space–conservation area to the west appears to have been hydroseeded with coastal sage scrub plant species. Also, along this hill is drainage infrastructure that directs runoff to a detention basin adjacent to the Abelia Street and Ginger Tree Drive intersection, southwest of site. Project development would not significantly increase the on-site slope and thus would not contribute to post-wildfire risks such as downslope flooding or landslides.

Adequate space between the open space hillside area and school structures would be provided as part of a wildfire modification zone, and landslides resulting from post-fire slope instability would not pose a risk. Impacts would be less than significant.

3.21 MANDATORY FINDINGS OF SIGNIFICANCE

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

Less Than Significant Impact. The project site has been graded in preparation for development. Although vegetation has been established since 2006, the site does not contain any special-status vegetation or animal species. The project would not degrade the quality of the environment; reduce the population, range, or habitat of a species of fish or wildlife or a rare or endangered plant or animal species. Because the site was already graded, the project would not eliminate an important example of the major periods of California history or prehistory. Impacts to biological, archaeological, and paleontological resources would be less than significant.

¹³⁹ Biological Survey conducted P. Brylski, Biologist, on March 19, 2019.

3. Environmental Analysis

- b) **Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)**

Less Than Significant Impact. The project is in a developing suburban area. Residential and infrastructure development has already occurred to the north, west, and south. Residential development is planned to the east of the site. Based on the analysis in this Initial Study, with compliance to existing regulations, the project would not result in significant adverse impacts that could contribute to a cumulatively considerable impact. The project’s contribution to cumulative impacts would be less than significant, and project impacts would not be cumulatively considerable.

- c) **Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?**

Less Than Significant Impact. The project would not substantially increase environmental effects that would directly or indirectly affect human beings. The project would not have a significant physical environmental effect in the short-term or the long-term.

The project does not have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals because it would not result in any significant environmental impacts, as discussed throughout this Initial Study.

4. List of Preparers

4.1 LEAD AGENCY

Temecula Valley Unified School District

Janet Dixon

Director, Facilities Planning and Development

4.2 CEQA CONSULTANT

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